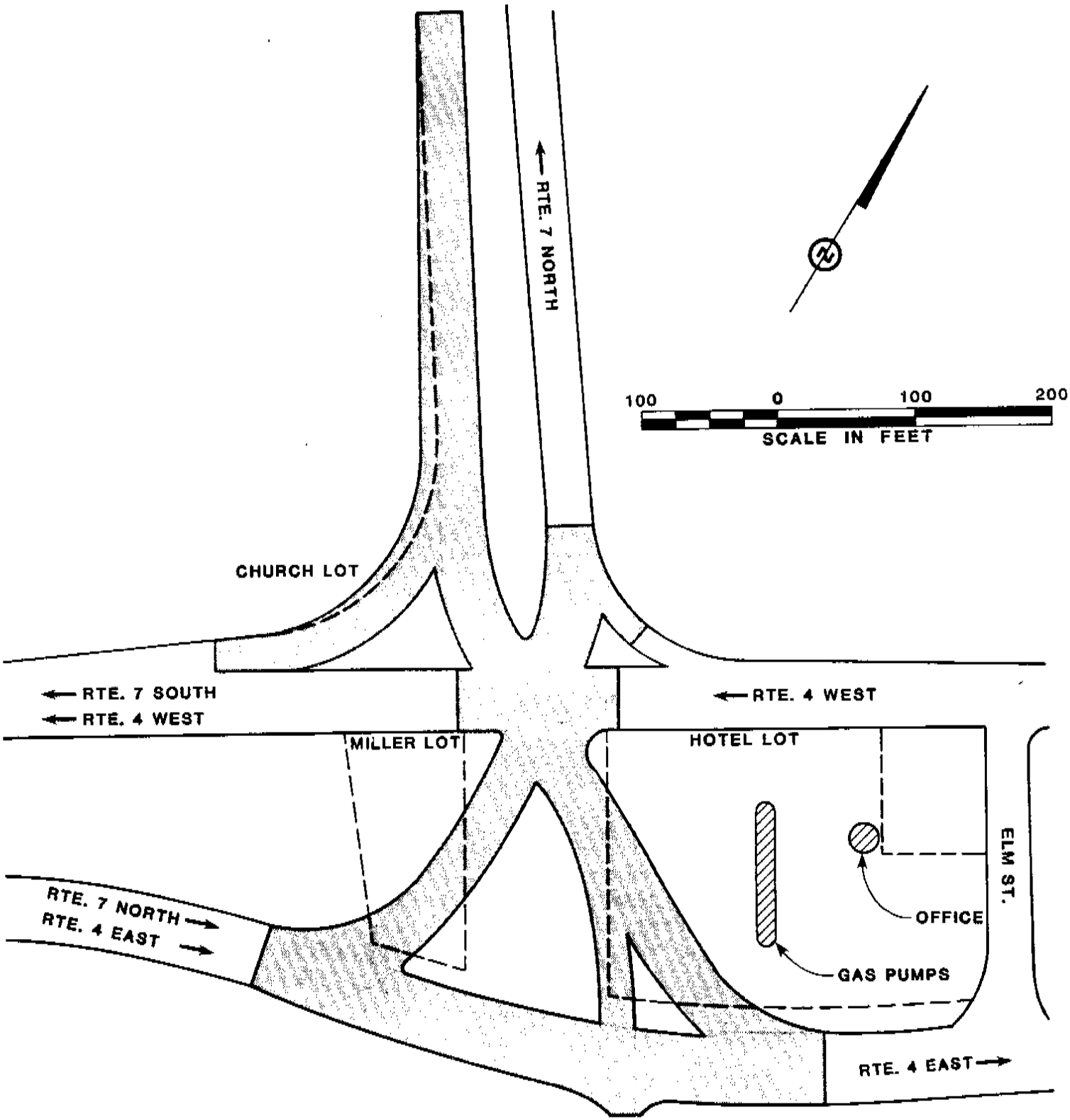
INTRODUCTION

During November, 1983, Thunderbird Archeological Associates, Front Royal, Virginia, completed an archeological survey and testing program at the intersection of Delaware Routes 4 and 7 in Stanton, Delaware (Figures 1 and 2). This work was completed at the request of the Delaware Department of Transportation in anticipation of a new lane configuration at the intersection which will result in construction disturbance in previously undisturbed areas. The objectives of these investigations were to identify any archeological resources that might be present and to evaluate their significance with respect to the criteria for eligibility for nomination to the National Register of Historic Places (36 CFR 60). These goals were addressed to insure compliance with the regulations of the Federal Highway Administration and appropriate State laws, which specify that significant historical and archeological resources will not be adversely affected by the actions of agencies unless proper steps are taken to mitigate the impact of such actions.

The proposed new construction includes the flaring of the north and southbound lanes of Route 7 between the east and westbound lanes of Route 4. The present configuration of these lanes allows right-angle access between the two routes, while the new construction will allow access along a radius of curvature (see Figure 3). The new lanes will cross three lots whose history is discussed in detail below. At the southwest corner of the intersection, between the east and westbound lanes of Route 4, is the Miller Lot, presently the property of the Delaware Department of Transportation. The lot is vacant and covered with grass. On the southeast corner of the intersection, between the east and westbound lanes of Route 4, lies what is referred to as the Hotel Lot. This lot is owned, in part, by the Delaware Department of Transportation, and, in part, by the Humble Oil and Refining Company of Delaware. Immediately adjacent to the northbound lanes of the Mill Road Connector is a grassy island which separates the roadway from the

FIGURE 3

AREA OF PROPOSED CONSTRUCTION



KEY:

—Limits of Proposed Construction

tarmac apron of the Alert gas station, which, along with other gas station facilities, covers the remainder of the lot. On the northwest corner of the intersection, on property owned by the Methodist Church, the existing curved access lane from Route 7, southbound, onto Route 4, westbound, will be widened slightly, affecting an area that is presently covered by grassy lawn. These new alignments are shown on Figure 3.

The field investigations were conducted between November 8, 1983, and December 2, 1983. Background research was carried out before during and after the field investigations. The principal investigator for Thunderbird Archeological Associates was Dr. William Gardner. Mr. Timothy Thompson, of that organization, completed the background research and directed the field investigations. Four experienced archeological staff members were employed during the field investigations.

The remainder of this report follows in general outline and content requirements specified in "Phase I and II, Guidelines for Archaeological Reports Submitted to the Bureau of Archaeology and Historic Preservation", provided by that office.

Appreciation is extended to the following involved individuals for their support, administration, research and services:

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BACKGROUND RESEARCH

Environmental Setting

The town of Stanton is located at the base of the Fall Line, southwest of Wilmington, Delaware, between that city and the town of Newark (Figure 1). This location affected a number of aspects of Stanton's growth and development. Stanton is situated near the confluence of Red Clay and White Clay Creeks and the Christina River. The former tributaries served a number of mills which serviced the surrounding agricultural populations from the beginning of European settlement, and the Christina provided a transportation artery delivering their produce to nearby urban markets and abroad. The town was, therefore, in a location to serve as an economic focus for local agricultural production. To the southeast of Stanton lies the drainage of the Christina River which is quite marshy and wet, at least in part a product of progressive inundation by post-Pleistocene sea-level rise as well as siltations from upstream, deforestation, agriculture and other forms of land clearing. To the north and northwest, the Piedmont hills rise, and are strongly dissected by numerous creeks creating a locally rugged topography. Stanton lies on a relatively level strip of land above the marshes which contained only the major tributaries of the local drainages. As a result, Stanton became part of the corridor carrying road traffic from the urban centers of the northeast to and from Baltimore and the southern colonies during colonial times and to the national capital after the American Revolution. Because Stanton was situated favorably for both the local and the continental transportation network, it was a favorable economic position until modern transportation technologies obviated its advantageous topographic position. In particular automotive transport bypassed water routes and shortened travel time to larger nearby markets, and road construction technology allowed more direct routes for inter-regional travel.

Historical Background

In 1679, several farmers living near the junction of White Clay Creek and Red Clay Creek, at Bread and Cheese Island formed a partnership to build a mill on land owned by Charles Rumsey and John Watkins. Half interest in the mill was subsequently purchased by Cornelius and Richard Empson (Scharf 1888:923), and a survey dated 1708 in the map collection at the Delaware Historical Society shows a two acre plot on the north side of Bread and Cheese Island designated "Cornelius Empson". A large undivided tract to the north, which includes the present location of the Town of Stanton, is designated "The Land of Abraham Man" (Figure 4). The plan shows no roads or other development to indicate that the town was present at that time. In 1772, Stephen Stapler and Samuel Smith obtain a condemnation against the mill, which had passed into the hands of Cornelius Empson's daughters, Sarah and Elizabeth (Scharf 1888:923-924). During the daughters' tenure, the mill had been used as a sawmill.

Scharf asserts that Stanton was the oldest village in Mill Creek Hundred, and that it was originally known as "Cuckoldstown" (1888:927). He cites a 1768 petition to the Levy Court for the construction of a road from Newark to Cuckoldstown (1888:922), and no earlier reference to the community was located in this research. It thus appears that, sometime between 1708 and 1768, the town originated at or near its present location. Colles' "A Survey of the Roads of the United States of America, 1789" (Figure 5) shows a few structures at Stanton's location, on his map of the road from Philadelphia to Annapolis, Maryland, although he indicates no town name (Figure 5). Scharf also quotes from an 1802 "Traveler's Directory" which describes Stanton, on the route from Philadelphia to Baltimore, as "a place of little note" (Moore and Jones 1802; quoted in Scharf 1888:422). The same book does note the presence of many flour mills nearby. The map in this book indicates several more houses than appeared on the Colles' map, including structures at all

FIGURE 4

LAND OF ABRAHAM MAN, 1708
FROM THE DELAWARE
HISTORICAL SOCIETY

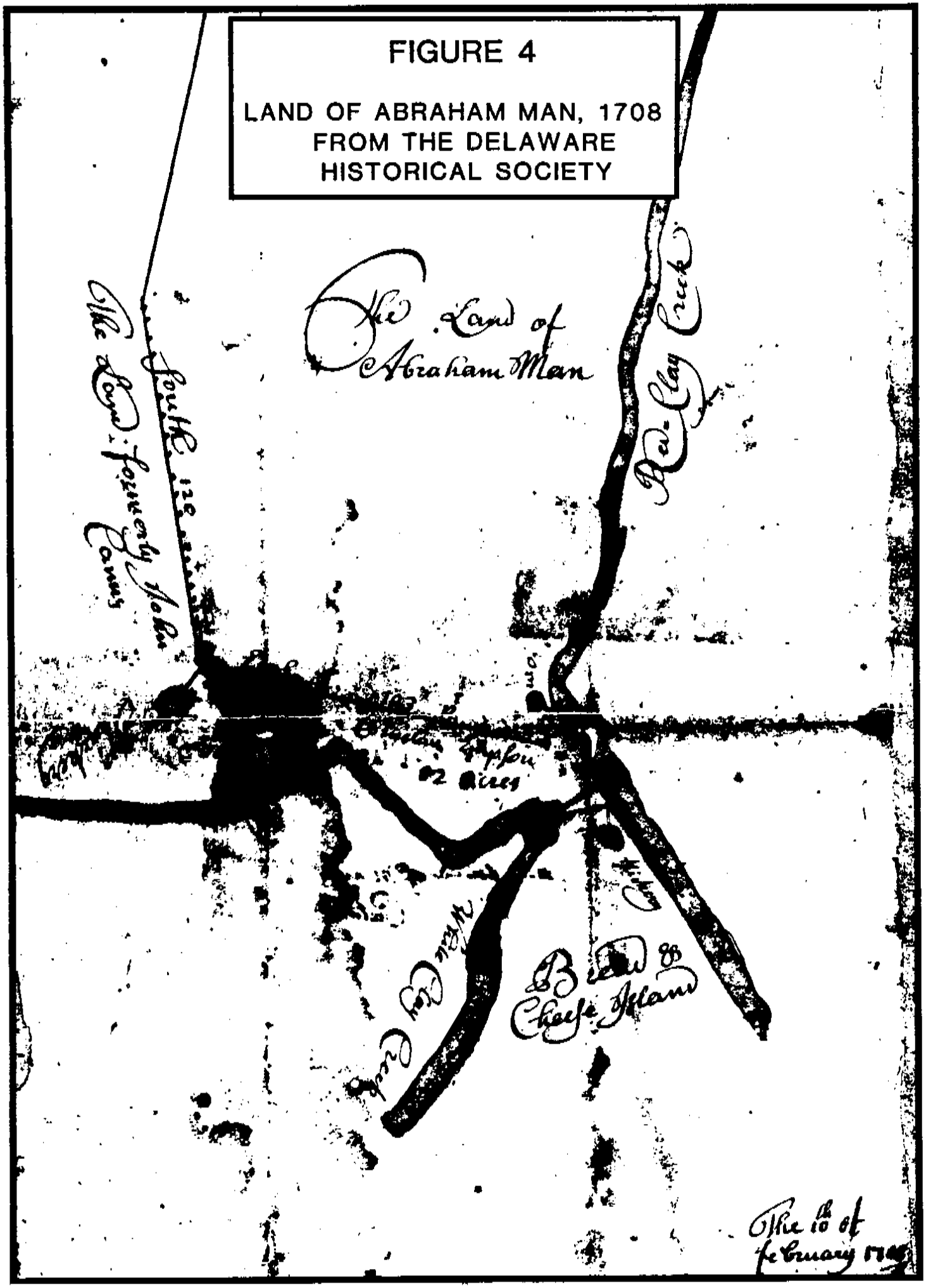
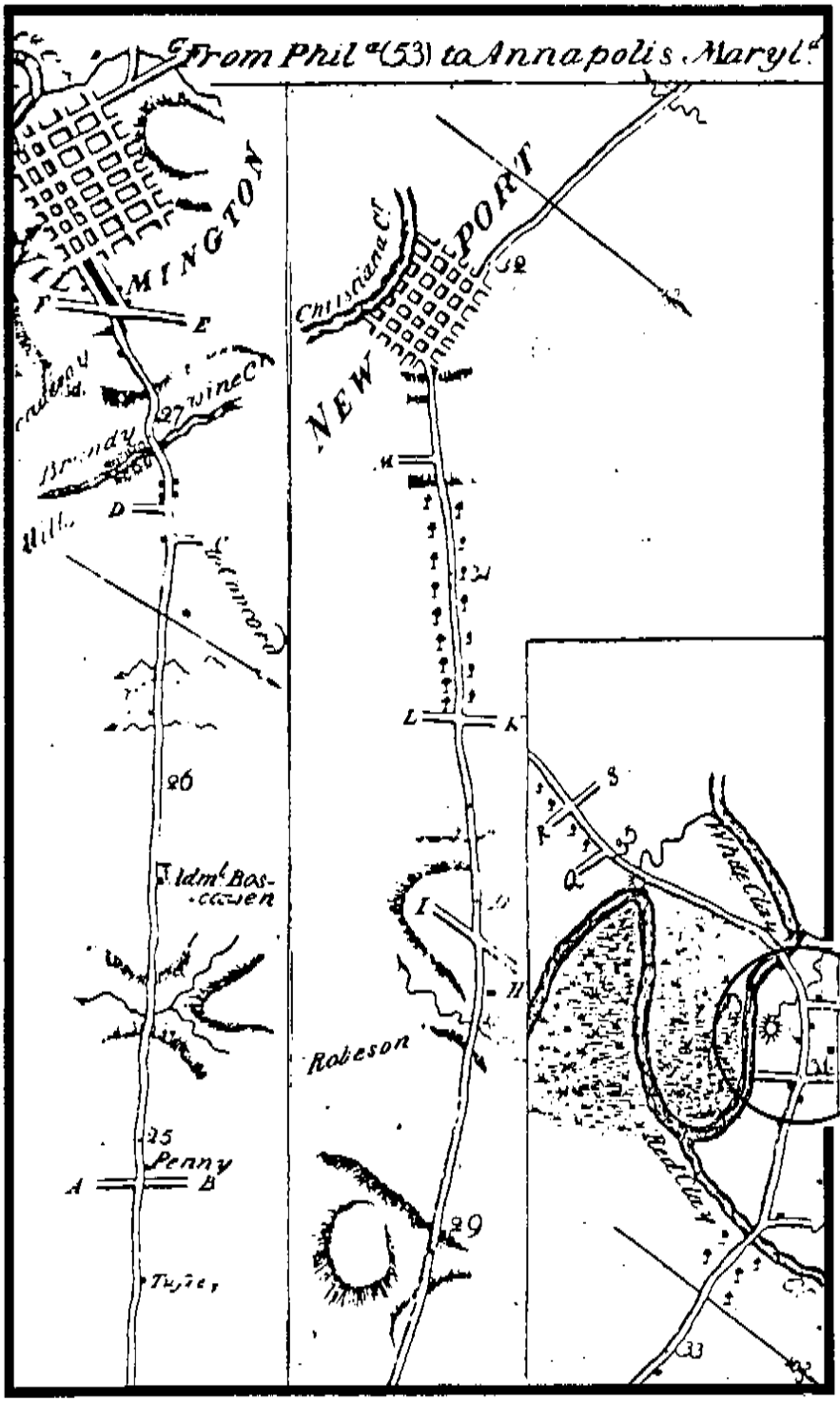


FIGURE 5

WILMINGTON TO IRON HILL
A SURVEY OF THE ROADS OF THE UNITED STATES OF AMERICA, 1789



four corners of what is obviously the intersection of Limestone Road and "The Newport Road" (the project area, Figure 6). The town appears named on all subsequent maps that include the project area.

Weslager provides some additional details about the history of the town, noting that in 1833 "... the once thriving upstream villages -- Newport, Stanton, and Christiana -- were developing a pallor from being neglected by the shippers" as a result of the construction of the New Castle and Frenchtown Railroad (Weslager 1947:135). Stanton's local trade with nearby mills also suffered after the development of steam powered mills, which were not tied to the local watercourses (Weslager 1947:156).

Finally, Scharf notes that Peter Springer obtained a license for a hotel at the town 1797, that it was located in the stone house "now" (in 1888) owned by Soloman Hersey (Scharf 1888:930). The hotel that was in use in Scharf's time was apparently located across the street (to the north) from that location. The Post Office for Stanton was established in 1825 and some of the listed postmasters are also listed as proprietors of the old stone hotel, or the one operating in 1888. At that date, the town contained three churches, a school house, a hotel, three general stores, a millinery store and 400 inhabitants (Scharf 1888:927).

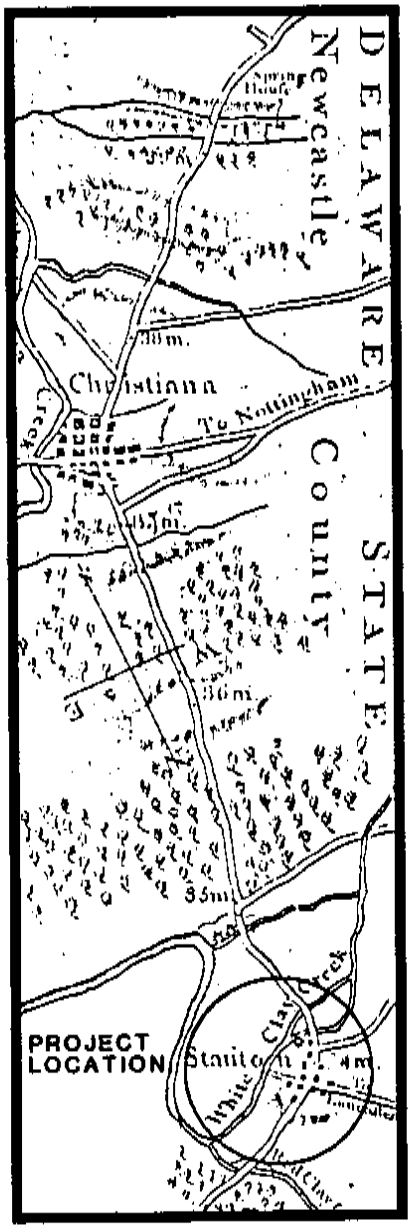
In spite of its economic decline, Stanton remains an identifiable community, although it is in the process of being absorbed by the general urban sprawl taking place in the region. The modernization of the traffic network has had some rather drastic effects on the intersection in the project area, however, and these are described in more detail in the Project Area History Section, which examines the lots in the project impact zone.

Previous Archeological Work

A number of historic period archeological sites have been investigated in New Castle County in connection with impact assessment and mitigation for

FIGURE 6

NEWPORT TO ELK TOWN
THE TRAVELER'S DIRECTORY, 1804



construction projects. An 18th, 19th and 20th century farmstead (and associated prehistoric site) was investigated on New Churchman's Road (O'Connor et al. 1983; Coleman et al. 1984; Custer and Bachman, 1984), another farmstead was excavated near Ogletown (Coleman et al. 1983), a 19th century schoolhouse was investigated near Newark (Catts et al. 1983), and a 19th century agricultural implements works farmstead and railroad station was investigated near Newark (Coleman et al. 1984a). While these sites could be expected to serve as points of contrast for resources in Stanton, their functions, economic and social structure, and spatial configurations are clearly different from occupations in a smaller market center town. At the same time, the character of the resources in downtown Wilmington (Cunningham et al. 1984; Klein et al. 1984) would also be expected to differ from the relatively egalitarian social structure hypothesized for Stanton (c.f. Thompson 1984), and the spatial structure of detached houses on relatively sizeable lots in Stanton would also differ from the fully urban center. Little archeological work has been carried out in small 19th century market center towns anywhere, and none in Delaware. Both similarities and differences among communities of this type would be expected, and although they were once common, many in Delaware are being overrun by development associated with urban sprawl, as in the case of Stanton.

Stanton possesses an additional characteristic, mentioned above. It represents a stopover point for travelers and merchants on a major inter-regional late 18th and 19th century route. The hotel, included in this study, represents a functional site type different from and relatively less common than domestic occupations. Very little archeological research has been carried out on this type of site and its contribution to the economic and social networks at either intra-regional or inter-regional scales, and again, none has been conducted in Delaware.

Project Area History

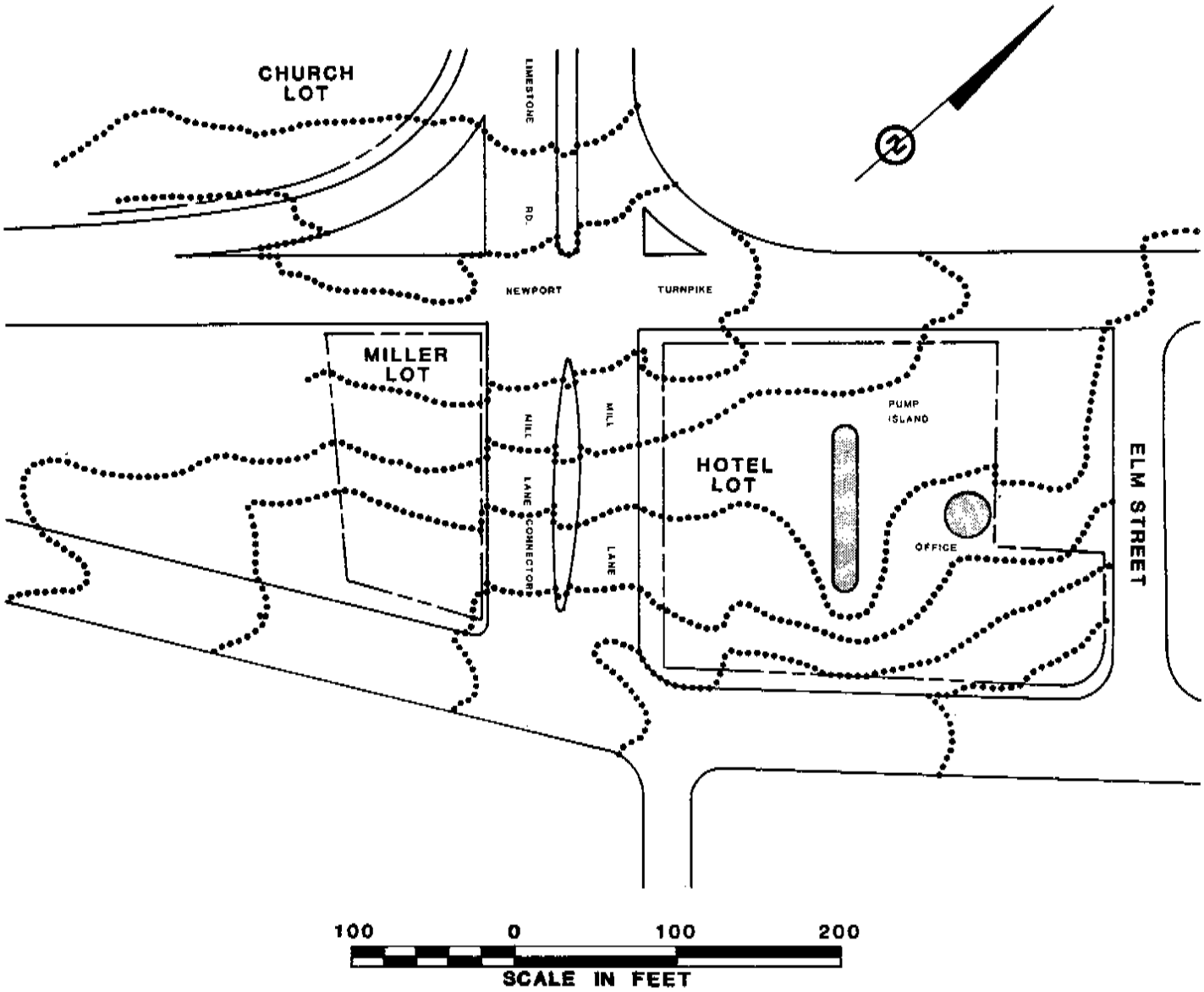
Before discussing the details of the documentary research, it will be convenient to clarify some geographical points of reference (see Figure 7). The Town of Stanton (sometimes called "Staunton") is located on Delaware Route 7, at the point where it makes a right angle turn to the northwest to intersect Route 2 about a mile to the northwest. The latter route is called the "Old Capitol Trail" presumably because its ultimate destination was Washington, D.C. In this function, it has replaced the route through Stanton, but not by 1893 when Baist's Atlas was printed, since the "Old Capitol Trail" does not appear on that, or earlier maps. At the point where Route 7 turns northwest, the road continues on to the northeast, through Newport, to Wilmington. This section of the road is currently designated Delaware Route 4, but this road, both northeast and southwest of Stanton was formerly known by several different names, including "The road from Philadelphia to Annapolis, Maryland" (Colles 1789, Figure 5) "The Road from Philadelphia to Washington" (Moore & Jones 1804, Figure 6). "The Christiana Turnpike" (Heald 1820, Rea & Price 1849) "Newport Turnpike" (Trautwine 1835, Hopkins 1881) and others. For ease of reference in this report, it will be called the Newport Turnpike.

The section of Route 7 that goes northwest from Stanton to Route 2 (and beyond) has commonly been known as the "Limestone Road" and will be so called here. Its extension southeast of Stanton to a cul-de-sac at Bread and Cheese Island will be referred to as "Mill Lane" after historical usage.

The proposed construction at the Stanton Intersection will affect all or parts of three lots, on the southwest, southeast, and northwest corners of the intersection. A more detailed discussion of the ownership histories of these lots is given below, but for consistency of reference, the lot on the southeast corner will be called the "Hotel Lot", that on the southwest corner will be referred to as the

FIGURE 7

GEOGRAPHICAL REFERENCE NAMES



KEY:

———————=Roadway Boundary

— — — — —=Lot Boundary

••••••••••••••••••=Contour Line

"Miller Lot" (as designated on the Beer's Atlas map 1868, Figure 8), and that on the northwest will be called the "Church Lot" after its present function. Other geographical points of interest in the project area will be identified in the course of the discussion.

The Miller Lot

It was initially thought that the lot on the southwest corner of the intersection corresponded to the lot labelled "J. Chambers" on the 1868 Beer's Atlas map of Stanton (Figure 8). Documentary and field research revealed, however, that most of the Chambers Lot was covered by road construction when the "Mill Road Connector" (Mill Lane) was widened during construction after 1966 (see Figure 9). The earliest reference to the Miller Lot was in a deed in the New Castle County Courthouse (T3-155, 1816 -- this and all subsequent deed references are of this form, where the volume, or "docket" is given first as a letter and numeral, followed by a dash and the page number within the volume. All documents are in the New Castle County Property Records in the "City County Building" in Wilmington, though the earlier ones may also be found on microfilm at the Delaware Hall of Records in Dover). This deed transfers about one and a half acres from John Stapler to Francis Denny. It refers to the will of Thomas Stapler, in which a three acre tract was given (undivided) to John Stapler and his brother Stephen (this will could not be located). The Sheriff had sold Stephen's undivided half interest to Denny to pay off Stephen's creditors, and this deed divides the original three acres into halves, John Stapler retaining the southern half, and Denny receiving the northern half. The description makes it fairly clear that Denny's portion is bounded on the east by Mill Lane and on the north by the Newport Turnpike.

Additional mention is made in the deed to the "Mill Land" further south which Thomas Stapler had willed to his daughter Mary. This suggests that the Staplers,

TABLE 1

MILLER LOT OWNERSHIP HISTORY

Date	Document	Book	Page	From	To
?	*Will	?	?	Thomas Stapler -	Stephen & John Stapler

(3 acre tract, bounded: N by "State Road"; E-Mill Road; S by land that T. Stapler willed to daughter Mary, and Mill Land; W. Edward Marshall)
*This will mentioned in next document, but no date or document reference is given.

2/26/1816	Deed	T3	155	John Stapler and - wife, Ann W. of Wilmington	Francis Denny of Mill Creek 100

(1 acre, 2 roads, 29 perches-)
Stephen Stapler's undivided half interest in the three acre tract (above) was sold by the Sheriff to Francis Denny to pay S. Stepler's debts. This deed established the boundaries between Denny's purchase and the remaining half interest of John Stapler, which lies to the south of Denny's land.

3/31/1847	Deed	U5	247	William Wetherwald,- his wife, Emily and Sarah Reynolds, widow, of Wilmington	Caleb Miller of Stanton

(1 acre, 2 roads, 29 perches, described as above)
F. Denny died intestate and was survived by his widow Sarah Reynolds and a daughter (?) Emily, who married W. Wetherwald.

11/20/1909	Deed	Q22	120	Mary A. Tower, widow- Laura White, Julia A. Harris and Coleman, her husband of Wilmington	Charles P. Dickey of White Clay Creek 100

(.78 acre, bounded N by Wilmington and Christiana Turnpike; E by Reuben Satterthwaite; S by John W. Mitchell; W-?)
Caleb Miller died intestate 2/17/1890 and was survived by his children. The grantors listed here are those that remained alive at this time.

5/16/1916	Deed	A26	346	Charles P. Dickey - and Mary E., his wife White Clay Creek 100	John W. Mitchell of Mill Creek 100

This appears to be the driveway on the west side of Dickey's lot, providing access from Mitchell's land to the Wilmington and Christiana Turnpike.

FIGURE 8

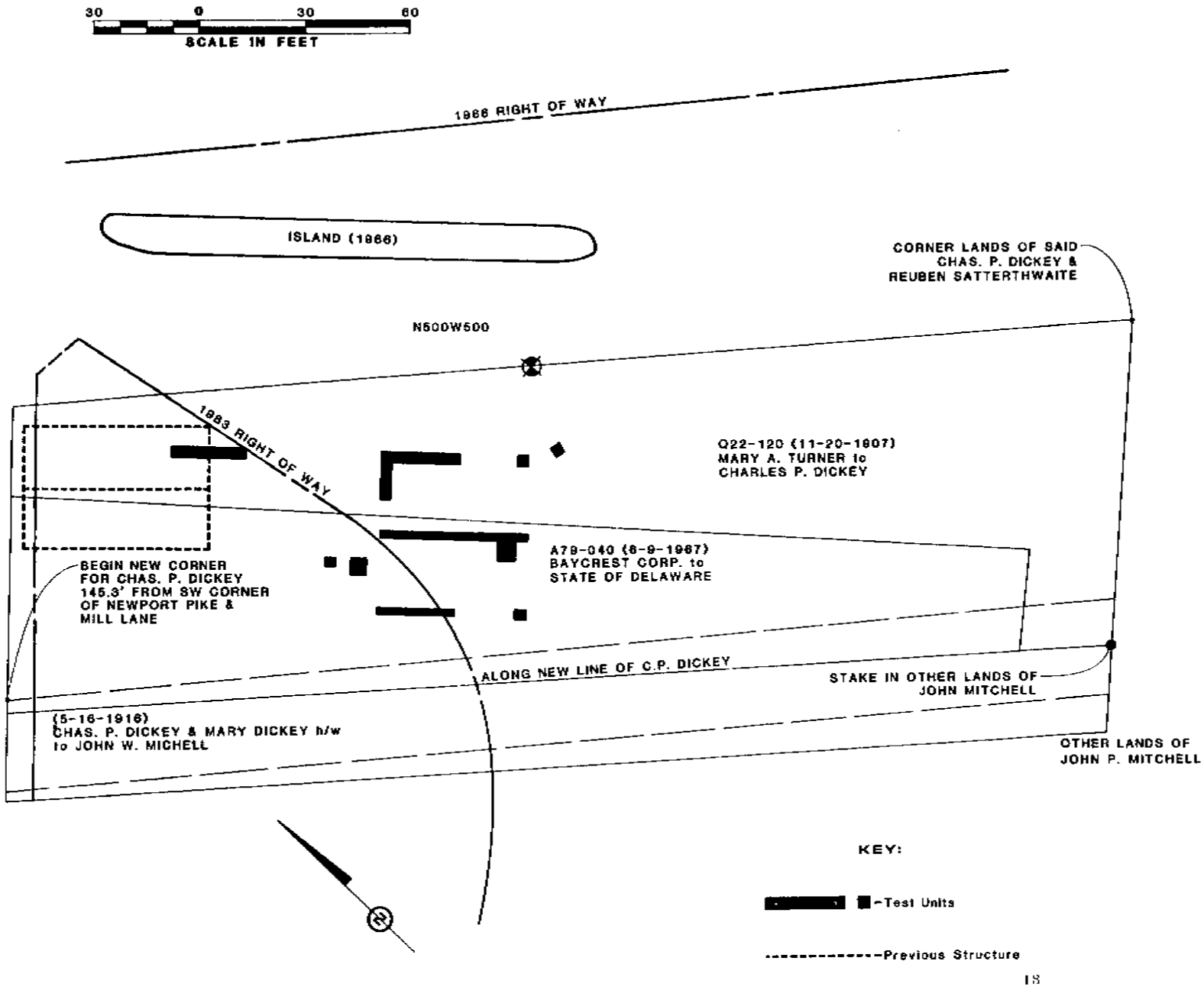
BEER'S ATLAS MAP OF STANTON, 1868

KEY:

------ C. Miller, J. Chambers, and Wm. Anthony Hotel Lots

FIGURE 9

LOT BOUNDARIES-MILLER LOT



Thomas and offspring, mentioned in this deed were related to the Stephen Stapler who had obtained a condemnation of the "original" 17th century Mill of Cornelius Empson in 1772 (Scharf 1888, and above).

John Stapler's residence is listed as "Wilmington", while Denny's is given as "Mill Creek Hundred" suggesting that the former did not reside in Stanton, while the latter may have.

In 1847, William Wetherwald and his wife Emily sell the same acre and a half to Caleb Miller of Stanton (U5-274). This is clearly the "C. Miller" that appears on the Beer's map (Figure 8). Emily Wetherwald was Francis Denny's daughter, and had inherited the land. The Wetherwald's residence is given as Wilmington, so whether or not Denny lived on the property, they apparently did not.

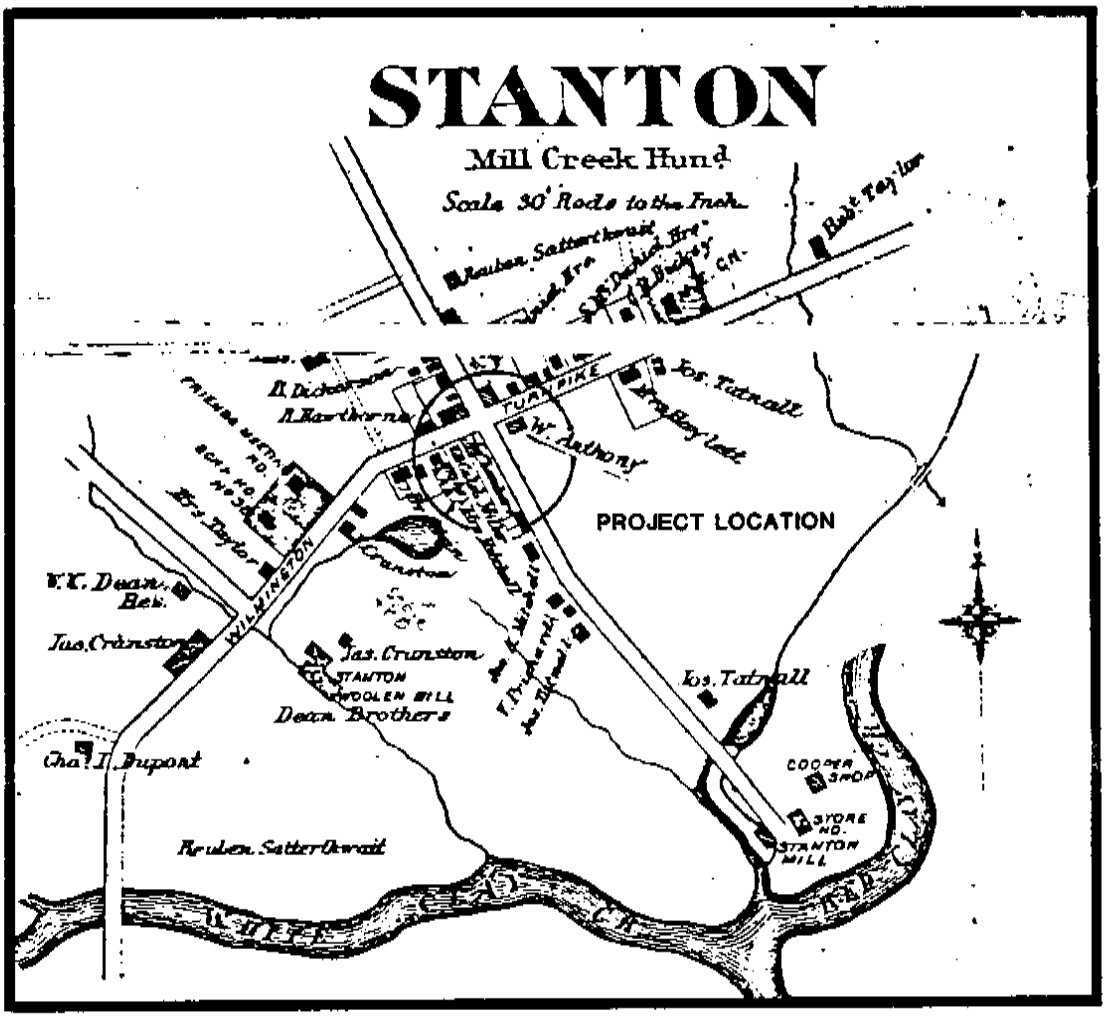
The next transfer occurs in 1909 (Q22-120). Caleb Miller had died intestate in 1890, and his children, all of whom resided in Wilmington, sell .78 acre to Charles P. Dickey of White Clay Creek Hundred. This is obviously the lot that is presently subject to impact (Figure 9). Miller apparently had disposed of the eastern portion of the original acre and half at some earlier time, but this was not researched since it is presently under the Mill Road Connector. Subsequently, Dickey sells a driveway right-of-way to John W. Mitchell, his neighbor to the south (A26-346, 1916). Through a subsequent transfer, The Baycrest Corporation obtains the land in 1966, and sells it to the State of Delaware in 1967.

None of the property transfers describe any improvements on the lot, nor do they positively establish that any of the owners actually lived on the lot, though the Beer's map (1868, Figure 8), and the Hopkins' map (1881, Figure 11) both show a structure on the second property west of Mill Lane labelled "C. Miller". The Baist map (1892, Figure 12) likewise shows a structure in this location.

DelDOT's 1966 plan for the original (existing) improvements at the Stanton Intersection shows a 2 story brick duplex on the lot (Site Plan, Figure 10). That structure was no longer present when this research was conducted.

FIGURE 11

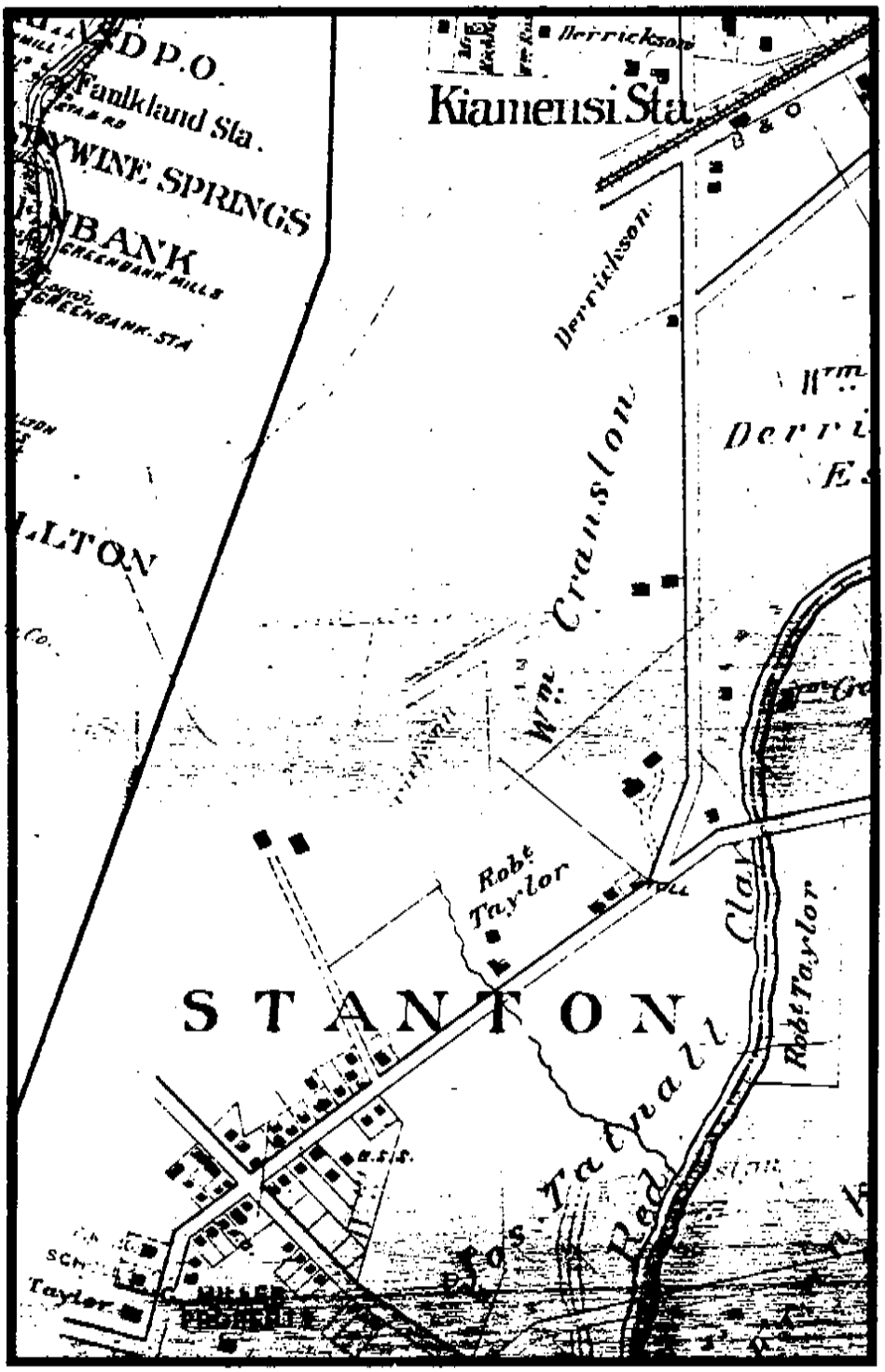
HOPKINS ATLAS OF STANTON, 1881



This map is a reproduction of an historic map. The missing strip is missing on the original as well.

FIGURE 12

1892 BAIST MAP OF WILMINGTON
(Showing Stanton)



In summary, occupation of the lot cannot be established prior to the Beer's Atlas map of 1868 (Figure 8), but some of the earlier owners (Thomas Stapler and his sons) are likely connected with some of the earliest activities at Stanton. Other owners will appear referenced below, reflecting the interaction typical of a small community (see Table 1).

The Hotel Lot

The earliest document referring to this lot, on the southeast corner of the intersection, is Joseph Springer's will (Will Records, Book S1, page 393, New Castle County), dated 1830. Scharf (1888) lists Joseph Springer as one of the proprietors of the "Old Stone Hotel" and he is presumably related to the Peter Springer who first obtains a license for the establishment in 1797 (Scharf 1888, and above). Joseph's will directs the income from his (unspecified) properties to his widow until her death or remarriage, and then directs them to his sister, Hannah B. Hersey, and her children. John Foote, of Mill Creek Hundred, is the executor of the will.

That the Hotel Lot is implicated in the transfer of the unspecified properties in the will is indicated by the next transfer. This is a deed (F14-479) dated 1888 from Soloman Hersey et al. to John H. Narvel of Stanton (Figure 13). This deed back-references the will, described above. Soloman Hersey sells the property under a Power of Attorney from the remaining heirs of Hannah B. Hersey. The transfer mentions a stone house, barn, and other unspecified buildings. J. H. Narvel dies intestate, and his son also dies without a will, leaving six children. One of these was Annie M. Bradley. She left the western section of the property, next to Mill Lane, to Ella Eastburn, who in turn, leaves it to William Eastburn (references unknown). These details are given in a deed transferring the property from William Eastburn to the Humble Oil and Refining Company of Delaware (U85-916) in 1971. The eastern portion of the property was deeded to William Bradley a

TABLE 2

HOTEL LOT OWNERSHIP HISTORY

Date	Document	Book	Page	From	To
11/22/1830	*Will	S1	393	Joseph Springer -	Hannah B. Hersey and others

*This will says that after the death or remarriage of J. Springer's wife Mary Ann, his sister Hannah B. Hersey will receive the rents from his (unspecified) Real Estate. After Hannah B. Hersey dies the Real Estate will be sold and the proceeds divided "share and share alike" among her children. John Foote of Mill Creek 100 is named executor. The will was "proved" 1/27/1831.

4/23/1888	Deed	F14	479	Soloman Hersey - et al.	John H. Narvel of Stanton

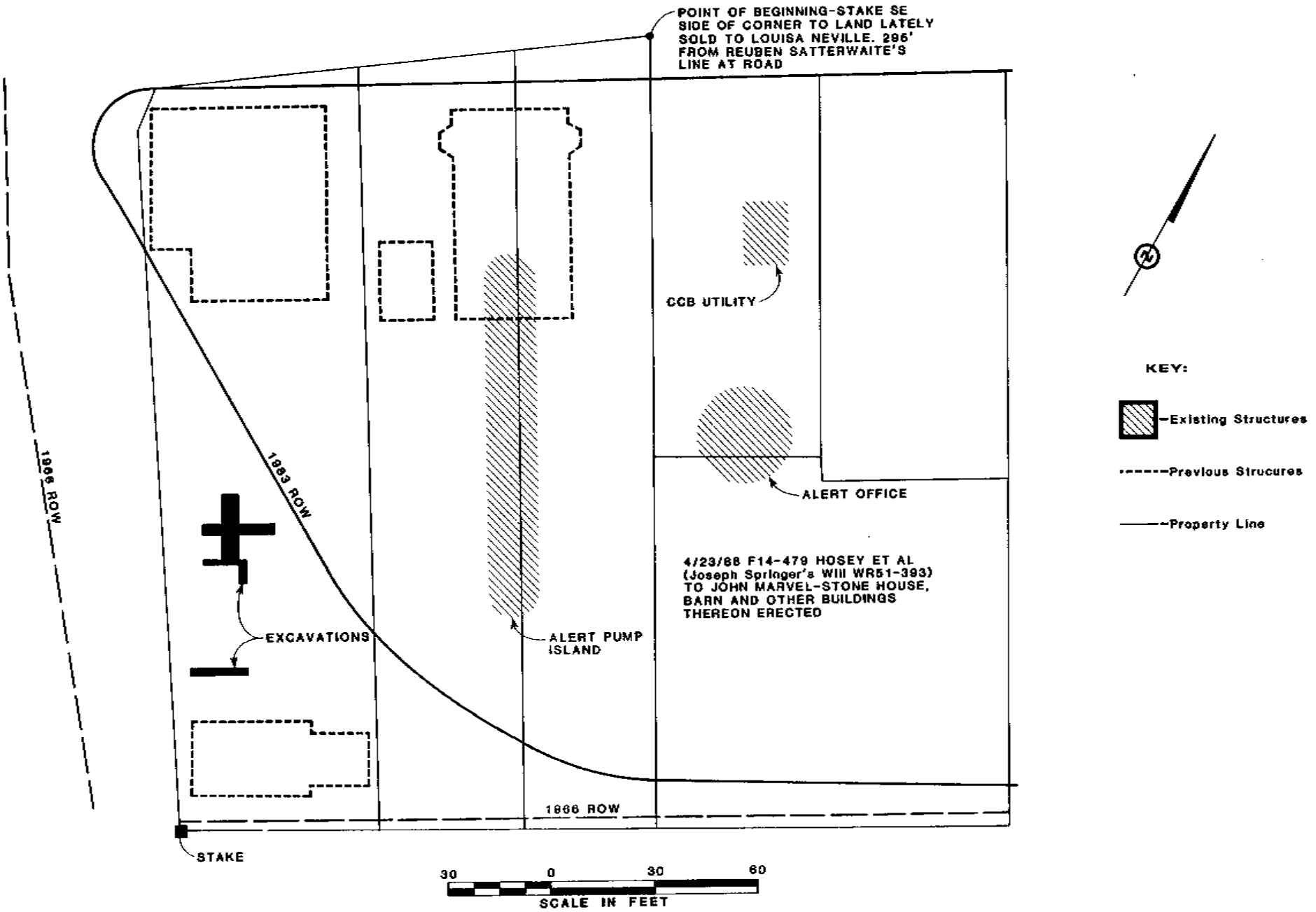
(See Figure 13 for boundaries)
References the will above, the mentions a stone house, barn, and other buildings (unspecified). S. Hersey sells under Power of Attorney from 10 heirs (presumably) of Hannah B. Hersey.

12/26/1971	Deed	U85	916	William R. Eastburn - and Rosemary, his wife of Delaware	Humble Oil and Refining Co. of Delaware

Includes two parcels. The first is just east of Mill Lane. J. H. Narvel died intestate. His son also died intestate leaving six children, one of whom was Annie M. Bradley. She left the parcel to Ella Eastburn, who, in turn, left it to William Eastburn. The second parcel, east of the first, was deeded from Mary A. Narvel to William Bradley in 1919 (1218-116). W. Bradley died in 1958.

FIGURE 13

HOTEL LOT-LOT BOUNDARIES



relative of the Annie M. Bradley mentioned above by Mary A. Narvel presumably the spouse or other relative of the John H. Narvel mentioned above) in 1919 (I28-116). (see Table 2).

All of the maps that show structures, show a structure on the southeast corner of the intersection beginning with the Colles map of 1789 (Figure 5). It should be noted that this is an original corner of the intersection whereas the original southwest corner was obliterated by the widening of the Mill Lane Connector in 1966. Both the 1927 and the 1966 DelDOT plans show a structure of almost identical dimensions and location on the corner (Figure 9) and this is clearly the structure whose demolition was recorded photographically by Mrs. Jean Lucas, a local informant. It was a large stone house, presumably the one mentioned in the transfer from S. Hersey to J. H. Narvel, above. The most recent DelDOT Plan indicates that an underground gasoline storage tank overlaps the foundation line of this earlier structure. There seems to be no reason to doubt that this structure was the "Old Stone Hotel" mentioned by Scharf in 1888.

Finally, the 1966 DelDOT plan shows a "2 story frame dwelling" at the extreme south end of the lot (Figure 10). This was obviously dismantled prior to the construction outlined on that plan, since the curb line cuts across it. No other references or maps indicate a structure in that location.

The Church Lot

Initially, work was not planned at this lot, since it appeared there would be no impact there. A clarification of the construction plans revealed that the curve of the access ramp from Limestone Road onto the Newport Turnpike (Route 4, westbound) was to be smoothed out slightly and that a narrow strip, about 20 feet wide at the apex of the curve would be taken. Both field work and background research were therefore somewhat abbreviated for this lot, but a few details were

revealed. The Moore and Jones map (1804, Figure 6), indicates a structure at the northwest corner of the intersection, as do subsequent maps that show structures. It was clear that, like Mill Lane, Limestone Road had been expanded considerably toward the west, with the addition of two additional traffic lanes and the access ramp mentioned above. The scale limitations of the available maps made it difficult to determine which of the structures and lots shown on the maps would be affected by the proposed construction, so the lot at the apex of the ramp curve, where impact would be greatest, was researched.

This lot had numerous owners, beginning with Thomas Stapler, who sold it to Simon Hadley in 1790 (R1-413; this deed was not present in the New Castle County Records, and is presumed destroyed prior to the advent of microfilming -- it is referenced in the following transfer). It seems likely that this is the same Thomas Stapler who willed the property on the southwest corner of the intersection to John and Stephen Stapler. The lot may have extended to the northwest corner of the intersection (now under subsequent construction). In 1793, Simon Hadley, "Spinning Wheel Maker", of Stanton sells a subdivision of this larger tract to John Earl, Millwright, of Stanton (S2-309) for 300 pounds, "hard specie". This subdivision (with some minor resurvey) remains more or less the same down to modern times though it is itself divided in half, and then rejoined at least once each. In those cases, the western half was followed, since the eastern half is now under the southbound lanes of Route 4 (Limestone Road). The lot changes hands several times, and in 1817, Frances Denny, whose wife had inherited the lot in common with John Conner, transfers his interest to Conner (T3-238). It is likely that this is the same Francis Denny who acquires Stephen Stapler's interest in the lot on the southwest corner of the intersection (see Miller Lot, above). John Foote, presumably the executor of Joseph Springer's will (See Hotel Lot, above), acquires the lot and sells it in 1840 (F5-16). The lot changes hands several more times, and

TABLE 3

CHURCH LOT OWNERSHIP HISTORY

Date	Document	Book	Page	From	To
1790	*Deed	R1	413	Thomas Stapler - and wife	Simon Hadley

*This deed was not available on microfilm in the New Castle County Courthouse and is presumed destroyed. Next item says the land was part of the lands of Thomas Gray and others.

1793	*Deed	S2	309	Simon Hadley - Spinning Wheel Maker of Stanton	John Earl, Millwright of Stanton

*This deed appears to subdivide a larger tract of Hadley's land and Hadley retains a portion to the south. It also allows Earl to open an 12 foot wide alley on the north side of the land that Hadley retains and move a stable into line with the alley. The selling price is 300 pounds "hard specie".

1801	Deed	W2	262	John Earl and - Elizabeth, his wife of White Clay Creek 100	Joseph Israel, Esquire White Clay Creek 100

This lot fronts Limestone Road.

1802	Deed	X2	501	Joseph Israel and - Susannah, his wife of White Clay Creek 100	Simon Cranston, Ship Carpenter of Mill Creek 100

Metes and Bounds identical to W2-262.

1814	Deed	P3	1	Simon Cranston, farmer- and Mary, his wife of Mill Creek 100	Mary Ryalls of Thoroughfare Creek, New Castle County

Metes and Bounds identical to W2-262.

1817	Deed	T3	238	Francis Denny, farmer- and Mary Ann, his wife of Mill Creek 1000	John Conner farmer, of Mill Creek 100

Metes and Bounds identical to W2-262.
Mary Ryall, formerly Mary Conner, died intestate leaving two heirs Ann (sic), wife of Francis Denny and John Conner. This deed transfers the Denny's interest to Conner.

Date	Document	Book	Page	From	To
1840	Deed	F5	16	John Foote and - Margaret, his wife of Mill Creek 100	Thomas W. Jones

Metes and Bounds approximately the same as W2-262.
It is not clear how Foote acquired the lot from Conner, but his deed references the previous one.

1842	Deed	I5	433	Thomas W. Jones - and Hannah, his wife, of Mill Creek 100	Zenas W. Linex of Mill Creek 100

Metes and Bounds identical to F5-16.

1850	Deed	D6	298	Zenas W. Linex, - Boot Manufacturer of Mill Creek 100	Levi Workman, merchant

This is the western half of the lot. Linex retains the half fronting Limestone Road (now under Southbound lanes and ramp).

1853	Deed	N6	37	Levi Workman and - Mary, his wife of Mill Creek 100	John G. Boughman of Mill Creek 100

Metes and Bounds indentical to D6-298. Mentions brick house.

1860	Deed	N7	5	Levi B. Moore, - Sheriff of New Castle County	Levi Workman

Baughman (see previous item) owed Workman $600. Workman bought the land back at public auction.

1863	Deed	S7	509	Levi B. Workman and- Mary, his wife of Mill Creek 100	Thomas G. Bartlett of Mill Creek 100
1872	Deed	O9	439	Thomas G. Bartlett- and Hannah, his wife of Mill Creek 100	Burton Dickinson of of Mill Creek 100
1882	Deed	L12	171	Burton Dickinson - of Wilmington	Joseph H. Chambers of Mill Creek 100
1900	Deed	L18	13	John E. Taylor, - Sheriff of New Castle County	Liddie V. Dennis

Hannah Morrison, assignee of Dickinson, received a judgement against Joseph Chambers for $500. debt, paid by selling the lot

Date	Document	Book	Page	From	To
1915	Deed	Q15	314	Liddie V. Dennis-Widow of Stanton	Biagio Di Domenico Vannicola of Stanton
1947	Deed	N47	322	Heirs of B. Vannicola, including Mary V. Simpler, wife of John Simpler	Margaret L. Rogers
1947	Deed	N47	316	Margaret L. Rogers - Brandywine 100	Mary E. and John Simpler of Mill Creek 100

At this point the western section of the lot is joined back together with the eastern section fronting Limestone Road, in approximately the configuration given in W2-262 (1801).

1948	Deed	A48	86	Mary E. Simpler and- and John A., her husband of Mill Creek 100	Glenn H. Horseman of Christiana 100
1950	Deed	I50	418	Glenn H. Horseman - and Dorothy M., his wife of Christiana 100	Albert J. Stiffell, single man of Wilmington
1950	Deed	I50	420	Albert J. Stiffel,- single man of Wilmington	Dorothy M. Horseman Christiana 100
1951	Deed	I51	9	Dorothy M. Horseman-Christiana 100	Francis P. Nelson and Sarah M., his wife.
1954	Deed	L54	534	Francis P. Nelson - and Sarah M., his wife of Mill Creek 100	Clarence Brooks Walls and Virginia M., his wife, of Mill Creek 100
1963	Deed	R70	515	Clarence Brooks - Walls and Virginia M., his wife of New Castle County	Saint Mark's Methodist Church

Joseph H. Chambers acquires it in 1882 from Burton Dickinson (L12-171). It seems likely that this is the same "J. Chambers" shown on the original southwest corner of the intersection on the Beers' and Hopkins' maps (now under the southbound lanes of the Mill Lane Connector). Chambers loses it by a court judgement and it changes hands again several times, finally going to the church in 1963 (R70-515). In this transaction, the eastern boundary passes through a party wall, indicating that another attached structure and lot divided this lot from Limestone Road. Neither the current nor the 1966 DelDOT plans indicate structures at all on the northwest corner of the intersection. The 1927 DelDOT plan shows three, but none in the location of this lot, as plotted from the Deed Description (Figure 14). As early as 1850, a brick house is included as an improvement in the deeds (D6-298), but it is not clear if the party wall mentioned in the 1963 deed is in that or a subsequent structure.

In summary, this lot changed hands many times (see Table 3), but relationships between the owners of this lot and those of the other lots researched demonstrate typical interaction in a small community. It is also apparent that a structure, or structures were located on the lot, although none are indicated on the DelDOT plans. Because of the number of times that the lot changed hands, and the several owners who lived outside Mill Creek Hundred, it seems likely that the lot functioned as a residential rental property.

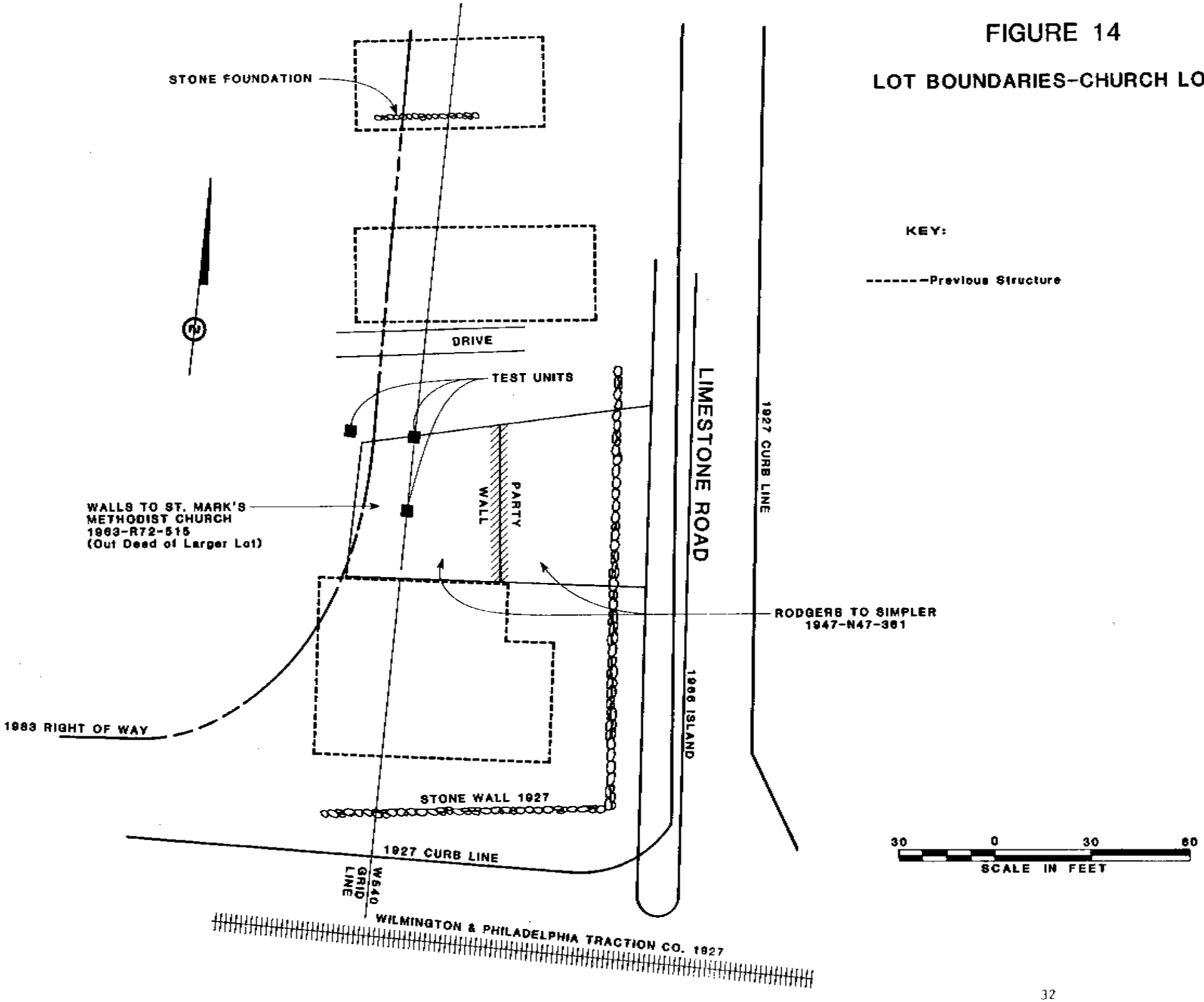
RESEARCH DESIGN

Theoretical Orientation, State Plan, and Hypotheses

No formalized State Plan for the management of historic period archeological resources in Delaware is currently available, but Ms. Alice Guerrant of the Delaware Bureau of Archaeology and Historic Preservation (BAHP) is

FIGURE 14

LOT BOUNDARIES-CHURCH LOT



assembling data for the preparation of such a document. Discussions with Guerrant, and other BAHP staff suggest that there are a number of concerns that will be incorporated into the planning process. The identification and protection of at least a representative sample of resources that reflect the diverse aspects of the social and economic history of the State is likely to be an objective. Resources that represent "commonplace" as well as unique or unusual aspects of that history will be included in the management planning process. There also appears to be an interest in the relationship between Delaware's resources and those of the larger region in which it is included, as well as Delaware's relationship to the context of national development beginning with the earliest colonial period.

Susan Henry has prepared a draft plan entitled Historic Research Design for the Delaware Department of Transportation (1981). This document also expresses concern with inter-regional trade network and its relationship to the development and use of the transportation network. General research objectives indicated by the Research Design include the retrieval and interpretation of data that will elucidate the relationship between community types and types and rankings of transportation arteries.

The research at Stanton offered an opportunity to contribute to these objectives in a number of ways. First, small towns such as Stanton, which served as small market centers and transshipment points to larger markets, were by far the most numerous community type in 19th century Delaware. An 1822 "Geographical, Statistical, and Historical Map of Delaware" (with accompanying text) lists only four "Chief Towns", Wilmington, Dover, New Castle, and Lewistown. The remainder of the population was dispersed across the countryside or gathered in small communities such as Stanton. Archeological investigations into this common community type are essential for a complete understanding of the historical fabric of the state, and very little such investigation has taken place.

At the same time, Stanton's location on a major inter-regional artery offered the opportunity to examine, through work at the hotel lot, aspects of the content and character of trade and exchange between Delaware and the surrounding region, and those beyond: New England, the South, and the "Frontier" to the west. Data collected at the hotel lot might suggest the range and intensity of product exchange.

Data from the domestic lots in Stanton was expected to reflect the role of the town as a local service and market center and transshipment point for intra-regional trade. As indicated previously research in such communities is sparse, but a study recently completed by Thunderbird Archeological Associates in Bridgeboro, New Jersey, tentatively confirmed the hypothesis that such communities would exhibit relatively less economic differentiation than was common in larger, urban centers (Thompson 1984). Although only one domestic lot was (initially) slated for investigation at Stanton, a reasonable preliminary hypothesis was that the artifact patterning observed in Stanton would be similar to that observed on lots in Bridgeboro. In the absence of any data from Delaware, this was the closest point of comparison and it is in the same Middle Atlantic Region. The communities were also similar in that both were market satellites of nearby urban centers, Philadelphia, in the case of Bridgeboro, and Wilmington in the case of Stanton.

Looking more closely at the Hotel Lot, we expected rather different distributions of economically significant artifacts, given the different, public function of the Hotel Lot in providing service, at least on an occasional basis, to larger numbers of people than a domestic household unit, should possess a different arrangement of service facilities such as outbuildings, stables, storage buildings, etc. that would be found on the domestic lots. In the absence of any comparative data from the region, we could not predict specifically what the differences might be in terms of spatial arrangements, but it seemed likely that such facilities would reflect the greater intensity of use implied by larger numbers of occupants.

Research Methods

The background research allowed both a general characterization of the community and the identification of points of comparison (or lack thereof) for hypothesis testing. More detailed documentary research, primarily in deeds, was designed to develop more specific information about the individual properties. Of primary interest were questions concerning the nature of the occupations (owner occupancy/versus tenancy) and any specific data about improvements on the lot. Other documentary sources, such as tax records, were consulted cursorily without result, but a more detailed examination of these sources in connection with more intensive data recovery activities might bear fruit.

The purpose of the research at Stanton was to reveal data that would:

> (1) Allow comparison of significant type distributions to the samples from the comparable contexts at Bridgeboro, New Jersey, to test the hypothesis of economic similarity to that community, and, by implication, the economic homogeneity of Stanton; (2) allow the comparison and contrasting of the samples from the Hotel Lot with those from the domestic lots to detect any hypothesized differences in patterning; (3) allow the evaluation of trade range distributions for future comparison with data from sites similar in function to the Hotel Lot, but located elsewhere on the inter-regional trade net; and (4) allow the evaluation of the hypothesized contrast in spatial configuration of service facilities between the hotel lot and domestic lots. The latter objective is particularly valuable for the identification of site function at sites for which there is no documentary evidence.

A more general purpose of the research was to provide a body of data from site categories (town domestic lots and hotel) that have not previously been investigated. This is a step toward the goal of providing coverage of all aspects of the historical archeology of the State of Delaware.

The site testing program was designed to reveal the potential of the sites at Stanton to contribute to these purposes, if full scale data recovery were undertaken, thus defining their research significance. Since no previous work had been conducted at the sites, it was difficult to evaluate the degree to which the resources there might contribute to these purposes during the site testing program, but the research design was constructed to cover all aspects of the research

through a full-scale data recovery program, if that were warranted. There were three general research activities which were scaled to the limitations of a site testing program for this phase of the research: documentary research, field investigations, data analysis and interpretation.

Documentary Research The background research allowed a general characterization of the community and the identification of points of comparison (or lack thereof) for hypothesis development and testing. More detailed documentary research, primarily in deeds, was designed to develop more specific information about the individual properties. Of primary interest were questions concerning the nature of the occupations (owner occupancy/versus tenancy) and any specific data about improvements on the lots. Other documentary sources, such as tax records, were consulted cursorily without result, but a more detailed examination of these sources in connection with a data recovery program might bear fruit.

Field Investigations The field investigations were designed to reveal the nature and distribution of archeological contexts on the lots, consistent with the site testing level of investigation. The objectives of the field work were two-fold. First, an overall impression of the stratigraphic character of the deposits on each lot was desired to assist in the evaluation of the integrity of the sites. Two-foot by two-foot test squares were distributed across the lots on a grid basis to obtain a three-dimensional picture of the stratigraphy. The second objective of the field work was to identify and sample undisturbed contexts, such as trash pit features, backyard surface scatters, wells and privies to provide distributional data to test the hypotheses. The initial test units were connected by trenches, which provided more complete stratigraphic data and opened larger areas to reveal significant contexts.

We originally intended to supplement these shovel excavations with auger tests. However, the presence of fill layers, including densely consolidated clay and cobble horizons rendered this procedure unfeasible. In many cases, the test units and trenches could only be completed by using a pick ax. If a testing program based exclusively on augering had been implemented, it is unlikely that the intact native contexts on the lots would ever have been penetrated. The presence of the fills likewise constrained the amount of native context that could be exposed, since a greater volume of marginally relevant fill context had to be removed to reach the cultural horizons of interest.

Data Analysis and Interpretation Following the completion of the field investigations, the profiles, maps, and other field data were analyzed to aid in the interpretation of the various contexts present on the lots. An initial inventory of the artifacts was completed, following a descriptive attribute format. The inventories were then divided into contexts which were "native" to each lot --those that could be assumed to have been generated by occupations on the lot --and those that were "foreign" to the lots. The latter artifacts were derived from fill contexts, and whose origin was unknown, although possibly from nearby. Inventories from native contexts were subject to additional analysis. The ceramics were tabulated following a system developed for a project in Bridgeboro, New Jersey (Thompson 1984). The system is derived from a study by Miller (1980) and modifications by Beidleman (Beidleman et al. 1983) to evaluate ceramic attributes relevant to the cost, or consumer value, of the ceramics. The refined white earthenwares (creamware, pearlware, whiteware) were enumerated by the decorative attributes significant to cost value. These included undecorated, transfer printed, hand painted, decalcomania, and "minimally decorated" ceramics, which includes shell edge, annular, rim banded, etc. This classification has proved

useful for dealing with nineteenth century archeological contexts, and it was clear that the Stanton materials were largely from this time period. The remainder of the ceramics were enumerated by ware type to account for the differential cost values of the materials (which are not clearly defined). Percentage profiles of the distributions were then constructed for comparison between Stanton contexts, and with Bridgeboro.

The non-ceramic artifacts from the native contexts were also examined for items relevant to the dating of the contexts, on the basis of terminus post quem. The results of this analysis are given in the Interpretations chapter.

DESCRIPTION OF WORK

Site Plan

A site plan was prepared showing the present configuration of the intersection, the new right-of-way for the proposed construction, former and extant structures, property lines, and excavation units (Figure 10). The data shown on this plan are drawn from various sources, and most items are labelled by date, referring to the sources discussed here. The curb lines and configuration of the intersection were traced from a blue-print plan titled "Plan for Construction of Contract No. 64-01-073, etc.", signed by Howard L. Boswell and dated Nov. 4, 1966. The origin for the archeological grid is located on the curb line of the extreme western side of the Mill Road Connection, 143 feet south of the curb line of the southern side of Route 4 (westbound lanes), and 40 feet north of the (extended) curb line of the northern side of the east bound lanes of Route 4. The grid orientation is defined by the curb line of the western side of the Mill Road Connection (Grid North-South). This line runs N27°15'W, as measured against the Delaware Plane Coordinate Grid line E434 850, marked on the 1983 plan. For the

purposes of the field research described here, this curb line is defined as "Grid North". The grid origin was defined arbitrarily as N500 W500 at a point on the curb line 143' (Grid) south of the south curb line of the Newport Pike, in order to leave all the excavations in the northwest quadrant of the grid.

In addition to the curb line configurations, a number of other details are taken from the 1966 plan. A number of structures that are no longer extant were traced in dashed outline. All property lines on the site plan were taken from the 1966 plan. Property line data are indicated only incompletely on the 1983 plan, and the 1966 property lines are more helpful for interpreting the deed research. Since the 1966 plan was prepared prior to the construction of the present intersection configuration, a number of features of interest were shown on that plan. For example, the right-of-way lines and margins for the original alignment of Mill Lane in the area of the connection are shown, and since they were of interest for the interpretation of the sites they were traced onto the site plan.

After the basic site plan was traced from the 1966 plan, it was laid over the 1983 plan and several additional details were added from that plan, which was titled "Utilities, Del. Rte. 4 & Rte. 7 . . . by McBride & Zeigler, Inc., Newark, DE 19711". New structures, such as those associated with the Alert gas station, which were not present in 1966, were traced onto the site plan. Two Delaware Plane Coordinate grid lines, mentioned above, were copied. Most important, the proposed right-of-way lines for the proposed new construction were traced onto the site plan, because they mark the presumed limits of construction impact. All data shown on both the 1966 plan and the 1983 plan, such as curb lines and extant structures, were compared and only negligible variation in locations and dimensions was observed. Extant structures are shown in solid outline on the site plan.

A final source of data for the site plan was provided by DelDOT. This plan was titled "Plan for Construction of Route No. Contract No. 93, etc." The original

was scaled at 1 inch equals 50 feet, but is preserved only on microfilm. It apparently dates from 1927, though no date appears on it. We were provided with blow-ups from the microfilm at a scale of approximately 1 inch equals 100 feet. The coverage of this plan was quite limited but a number of features which had been removed or altered by 1966 were shown on this plan, particularly on the northwest corner of the intersection (the "Church Lot", as described in this report). A scale drawing of these features was made at a scale of 1 inch equals 30 feet, to correspond to the later plans. The site plan was overlain on this drawing and positioned according to the position of the "store" on the southeast corner of the intersection, the only cultural feature common to both the 1927 plan and the 1966 plan. The structures on the north side of the intersection, shown on the 1927 plan were then traced onto the site plan in dashed outline. These locations must be regarded as less accurate than those derived from the later plans, since some distortion undoubtedly occurred in the reduction of the original plan to microfilm and the subsequent blow-up. Some small errors may also have occurred in re-drafting to larger scale. In general, the positions of curb lines and structures derived from the 1927 plan are not inconsistent with the present configuration of cultural features, though, as mentioned above the structure in the southeast corner of the intersection is the only common feature.

Finally, the excavation units were added to the site plan. Only two intersecting archeological grid lines are shown on the plan, N500 and W540, to avoid cluttering up the plan. The relationship of the excavation units to both extant and non-extant cultural features can be seen on the archeological site plan (Figure 10).

The Miller Lot

The boundaries of this site are defined with reference to the following features indicated on the site plan. The eastern boundary is the western curb line of the Mill Road Connector. This is also the "west 500" grid line which defines the "grid north" orientation of the grid. The western boundary is the property line just to the east of the extant structure (solid line) west of that curb. This line is presently occupied by a hedge row. The northern boundary of the site is the southern curb line of the Newport Turnpike ("Wilmington Christiana Turnpike, Route 4, westbound"), and the southern boundary is the northern curb line of the eastbound lanes of Route 4. With the exception of the southern boundary, these bounds are fairly consistent with the lot boundaries for the Miller lot whose ownership history has been described previously. That lot extended farther to the south under the eastbound lanes of Route 4, and beyond, as shown on the site plan.

The first step in the field investigation here was to place two-foot by two-foot excavation units beginning with N500 W520 (the grid point designations are at the southwest corner of the units). Additional units were placed on a twenty foot grid within the impact zone (as defined by the proposed right-of-way) and occasionally beyond. Initially, screening levels were closed after five tenths of a foot, or at a soil change, whichever came first. Once it became apparent that the lot was entirely covered by fill, lying over the original surface, all the artifacts from the fill horizons, which are assumed to originate elsewhere than on this lot, were bagged together, and the materials from the buried surface (buried "A horizon") were bagged separately.

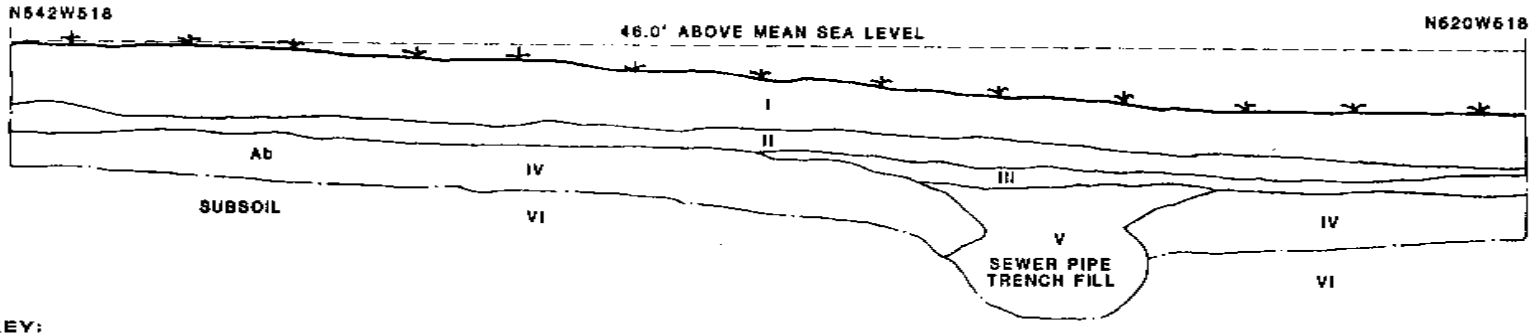
In addition to the test units, a three-foot by three-foot square was placed at N553 W547 and a five-foot by five-foot square was placed at N545 W540. These units were placed surrounding two depressions suspected of being well or privy holes. Both turned out to be tree stump holes.

After the test units were complete and profiled, a series of trenches were placed on the lot connecting (some of) them (see Site Plan, Figure 10). The test units had revealed that the back part of the lot had been plowed, but gave little indication of the specific locations of features. Experience elsewhere indicated that trash pit features might be found anywhere behind the house, so the trenches were simply dispersed behind the house on the grid lines (See Figures 15-18). Since there was no expectation that features would occur in interval patterns, the interval arrangement of the trenches was not inferior to random sampling in locating them. The principle objective of the trenching process was to locate features, so the foreign fill overlying the old surface was shovelled out without screening, as was the plow zone, which had been sampled for artifacts in the test units. Because the back lot had been plowed, it was anticipated that only the portions of features extending into the subsoil below the plow zone would survive, although the plow zone was inspected during excavation for intrusive features.

The trench on the W540 grid line, between N500 and N542 did reveal linear stain, crossing the floor of the trench that extended slightly into the buried A horizon. Although this was not a particularly promising feature, it looked more interesting than anything else we had encountered, so we opened a five foot square to the west of the trench to see what might be associated with it. It was located on the W540 line at about N504, so the five by five was centered approximately on it, extending five feet to the west. The excavation penetrated the usual fill and cinders levels (the cinders level was at the surface on the south side of the unit (see Figure 19) and below these a buried A was encountered, broken by an "L" shaped disturbance in the northwest corner of the unit. The southeast corner of the disturbance contacted the northernmost of two concrete posts that were adjacent to the east side of the square (see Figure 20). Artifacts collected from this feature (Feature 5) included fragments of machine made bottles, strongly suggesting a twentieth century origin for the feature.

FIGURE 15

MILLER LOT-PROFILE 1



KEY:

Horison I - Mixed Fill, Predominantly sandy loam (10YR3/3) with sandy clay nodules (10YR8/2) and clay inclusions (10YR5/8), sparsely mottled appearance. Contains brick fragments coal and slag, and recent historic artifacts. Boundary between this Horizon and Horizon II very distinct.

Horizon II - Cinder Horixon. Dense accumulation of cinders, coal, and broken pebbles in a matrix of sand loam (10YR2/1). Contains historic artifacts. Distinct boundary between this Horizon and Horizon III.

Horizon III - Pebble Fill. Densely packed rounded and broken pebbles in sand loam matrix (10YR3/3) with clay inclusions (10YR6/1 and 10YR5/8). Very mottled. Distinct boundary between this Horizon and Horizon IV.

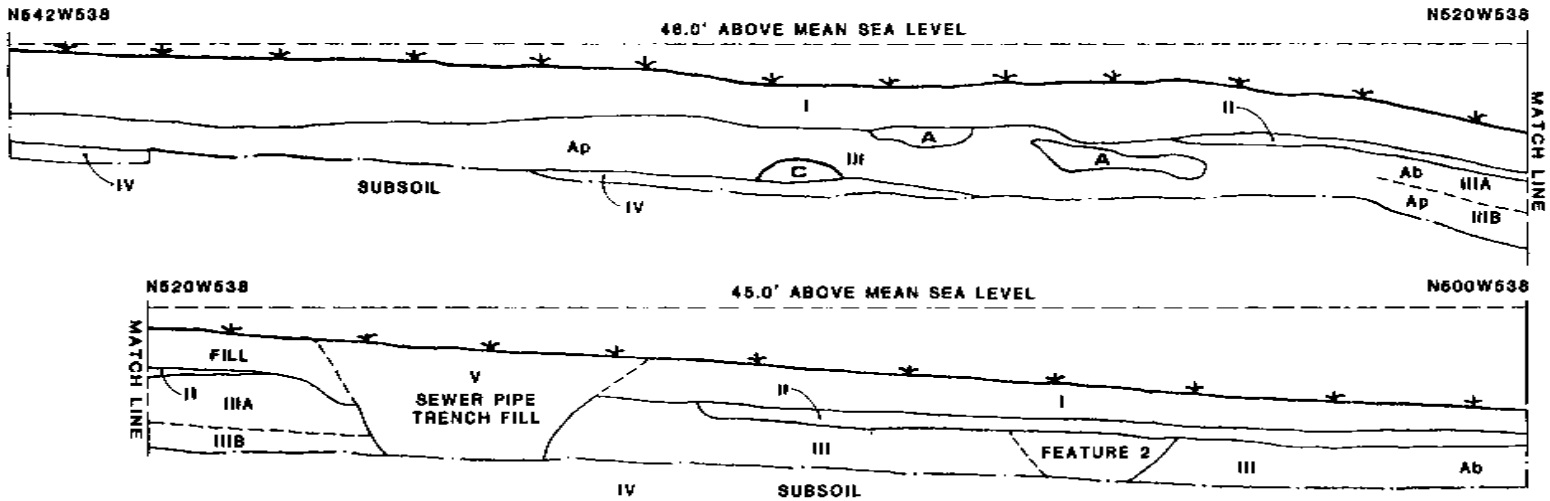
Horizon IV - Buried A Horizon. - Probably a plow zone. Homogeneous silt loam (10YR3/2) with older historic artifacts, brick fragments, and shell mixed throughout.

Horizon V - Sewer Pipe Trench Fill - Very mottled fill with mixed loam, clay, sand, and gravel over sewer pipe shown on 1983 plan.

Horizon VI - Subsoil. Excavation was terminated at the top of this horizon. This sand loam (10YR5/3) is mottled (10YR5/8) with clay inclusions and some rounded and broken pebbles and gravels that probably represent a terrace deposit.

FIGURE 16

MILLER LOT-PROFILE 2



KEY:

Horizon I - Mixed Fill. Predominantly sandy loam (10YR3/3) with clay inclusions (10YR5/8), mottled appearance. Contains brick and asphalt fragments, broken and unbroken gravels and pebbles, and historic period artifacts. Boundary between this Horizon and Horizon II very distinct.

Horizon II - Cinders Horizon. Dense accumulation of cinders, coal, and broken pebbles. Distinct boundary with next Horizon.

Horizon III - Buried A Horizon. Depth and lack of compactness suggest this may be a plow zone. Homogeneous silt loam (10YR3/3) with coal, brick fragments and older historic artifacts. At the center of trench this horizon is divided into an upper and lower section, with an indistinct Boundary between. The upper section, IIIA appears to represent a plow zone, while the lower section, IIIB is probably an unplowed portion of the buried A Horizon.

Horizon IV - Subsoil. Excavation was terminated at the top of, or only slightly into this horizon. This clay loam (10YR5/3) is mottled (10YR4/2 and 10YR5/8) and contains rounded and broken pebbles and gravels.

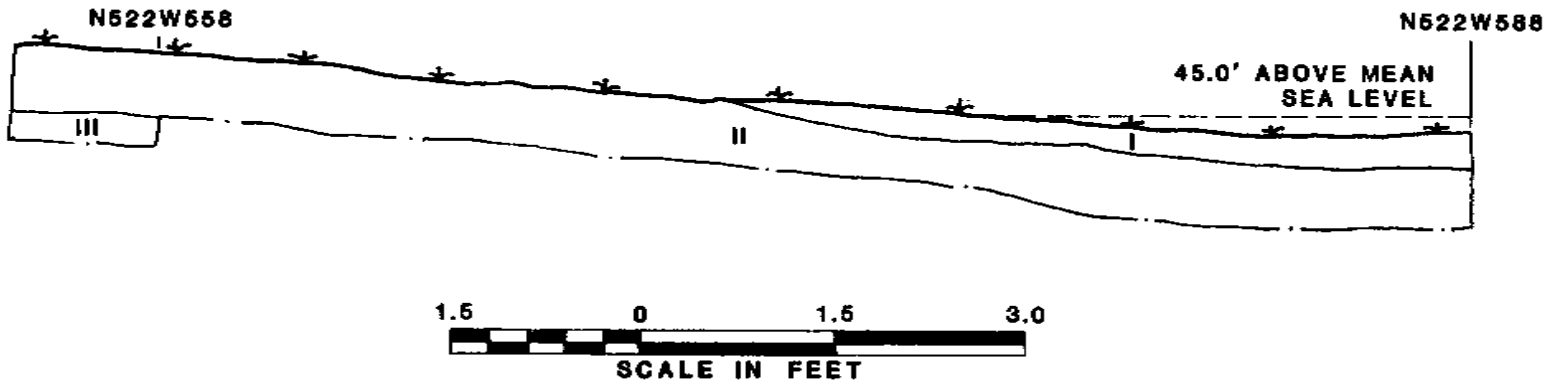
Horizon V - Sewer Pipe Trench Fill. See description above.

"A" - represents ash lenses, probably pits.

"C" - represents large cobble in floor of excavation.

FIGURE 17

MILLER LOT-PROFILE 3

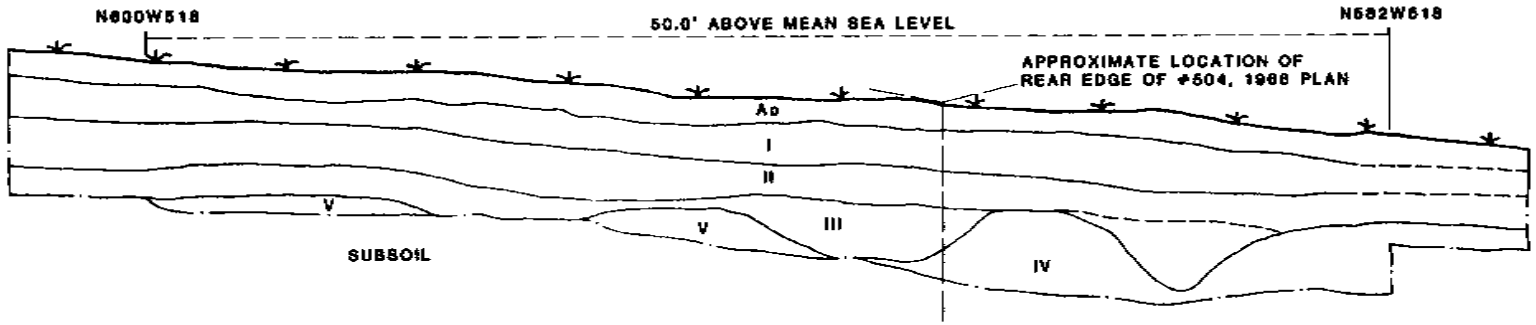


NOTE:

Horizon decriptions essentially the same as previous profiles

FIGURE 18

MILLER LOT-PROFILE 4



KEY:

Ao Horizon - Recent Humus. Silt loam (10YR3/2)

Horizon I - Mixed Fill. Predominantly sand loam (10YR3/2) with shell, brick, coal and historic artifacts. Distinct boundary with next horizon.

Horizon II - Mixed Fill. Predominantly silt loam (10YR3/3) with sand loam (10YR3/8) and clay loam (10YR5/8) pockets. Brick, shell, coal and historic artifacts mixed throughout. Distinct boundary with next horizon.

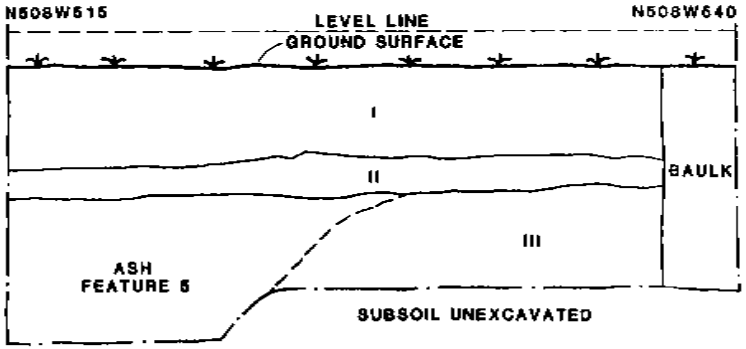
Horizon III - Mixed Fill. Predominantly silt loam (10YR2/2) with large quantity of brick fragments and broken rock. Shell, coal, and historic artifacts mixed throughout.

Horizon IV - Mixed Fill. Mottled and variegated sandy silt. Few rocks or artifacts.

Horizon V - Possible Subsoil. Predominantly silt loam (10YR5/8) with gravel and cobbles numerous (subsoil not encountered in South end of trench at maximum excavation depth)

FIGURE 19

N503W545, 5'x5', PROFILES-MILLER LOT



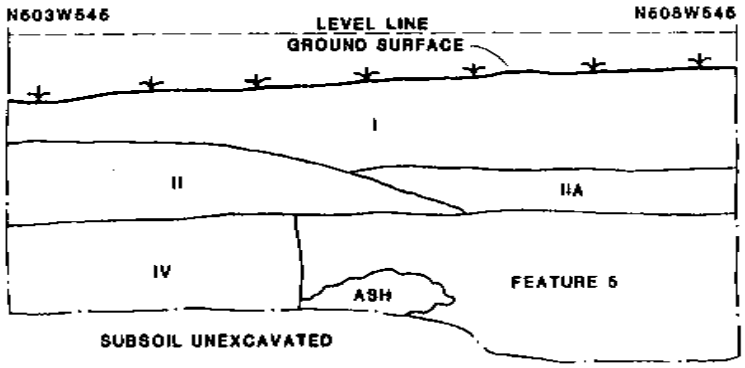
KEY:

Horizon I: Recent Fill, 10yr3/4, mottled with pebbles and cinders

Horizon II: Light colored ash layer, 10yr6/2

Horizon III: Ab horizon, 10yr3/

Subsoil: 10645/4 with 10646/4 mottle
Feature 5: 10yr3/2
Ash: 10yr/62



KEY:

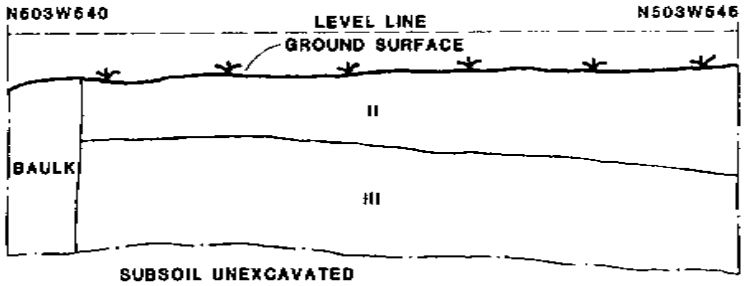
Horizon I: Recent Fill, with pebbles & cinders mottled, 10yr3/4

Horizon II: Cinder layer, 10yr2/1

Horizon IIA: Ash layer

Horizon IV: Ab horizon 10yr3/3

Feature 5: 10yr3/2
Ash: 10yr6/2
Subsoil: 10yr5/4 with 10yr6/4 mottles



KEY:

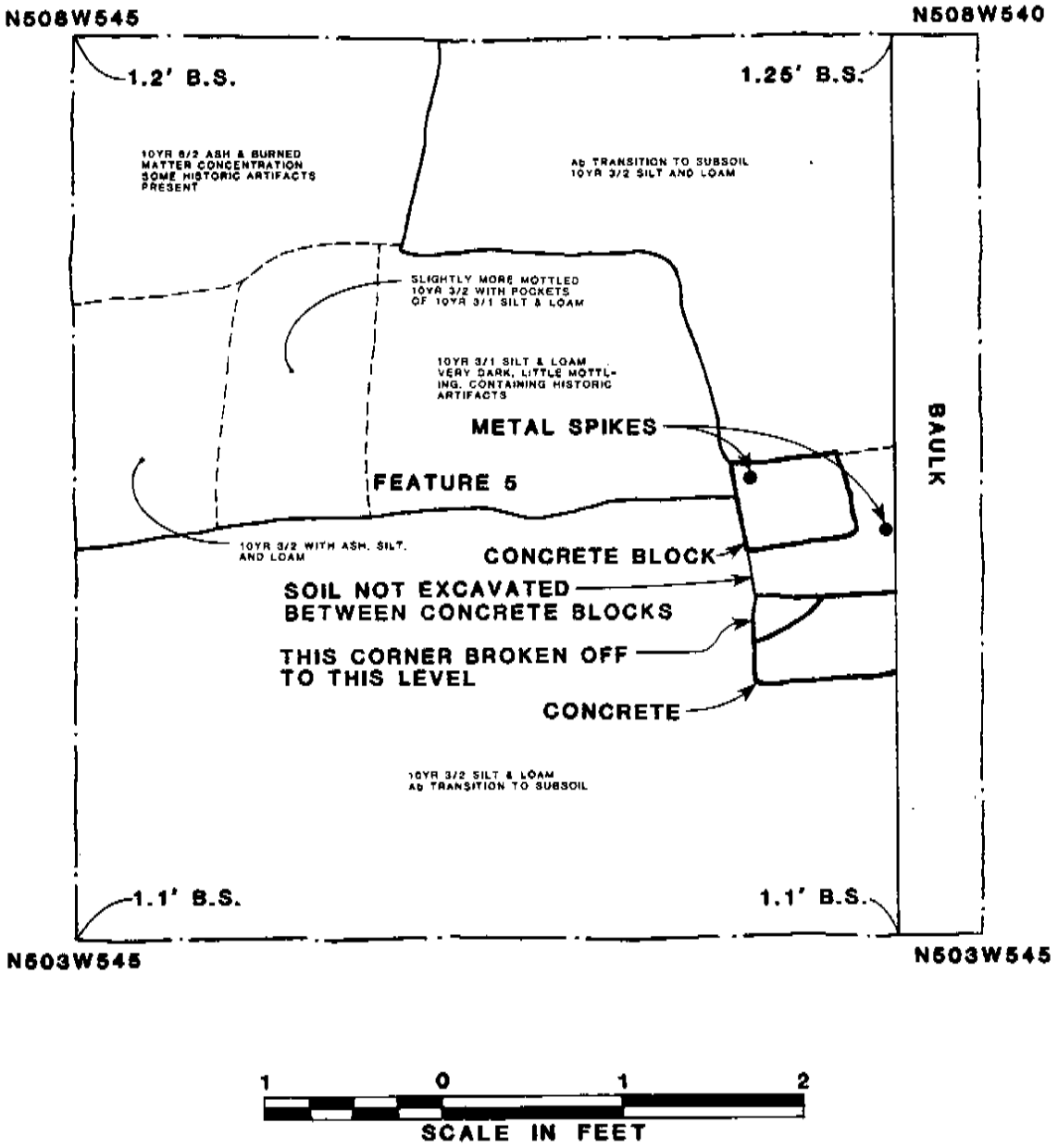
Horizon II: Cinder layer: 10yr2/1

Horizon III: Ab horizon, 10yr3/3

Subsoil: 10yr5/4 with 10yr6/4 mottles

FIGURE 20

N503W545, 5'x5', PLAN-MILLER LOT



The only other features on the Miller Lot were small ash concentrations and natural disburbances.

The trench along the W520, between N580 and N600 was placed to cross the foundation line of the presumed structure on the lot. Some sub-surface remains of the foundation were expected. Instead, a rather disturbed series of fill layers was encountered that were deeper than in other locations tested. The buried A horizon was missing here as well. The general appearance of the profile (Figure 18) and the lack of a sharply defined foundation feature suggests that the foundation and whatever other substructure may have been present was bulldozed out when the house was razed. The remaining trench profiles (Figures 15-17) were all consistent showing a fill or fills overlying a buried A, which generally had the appearance of a plow zone.

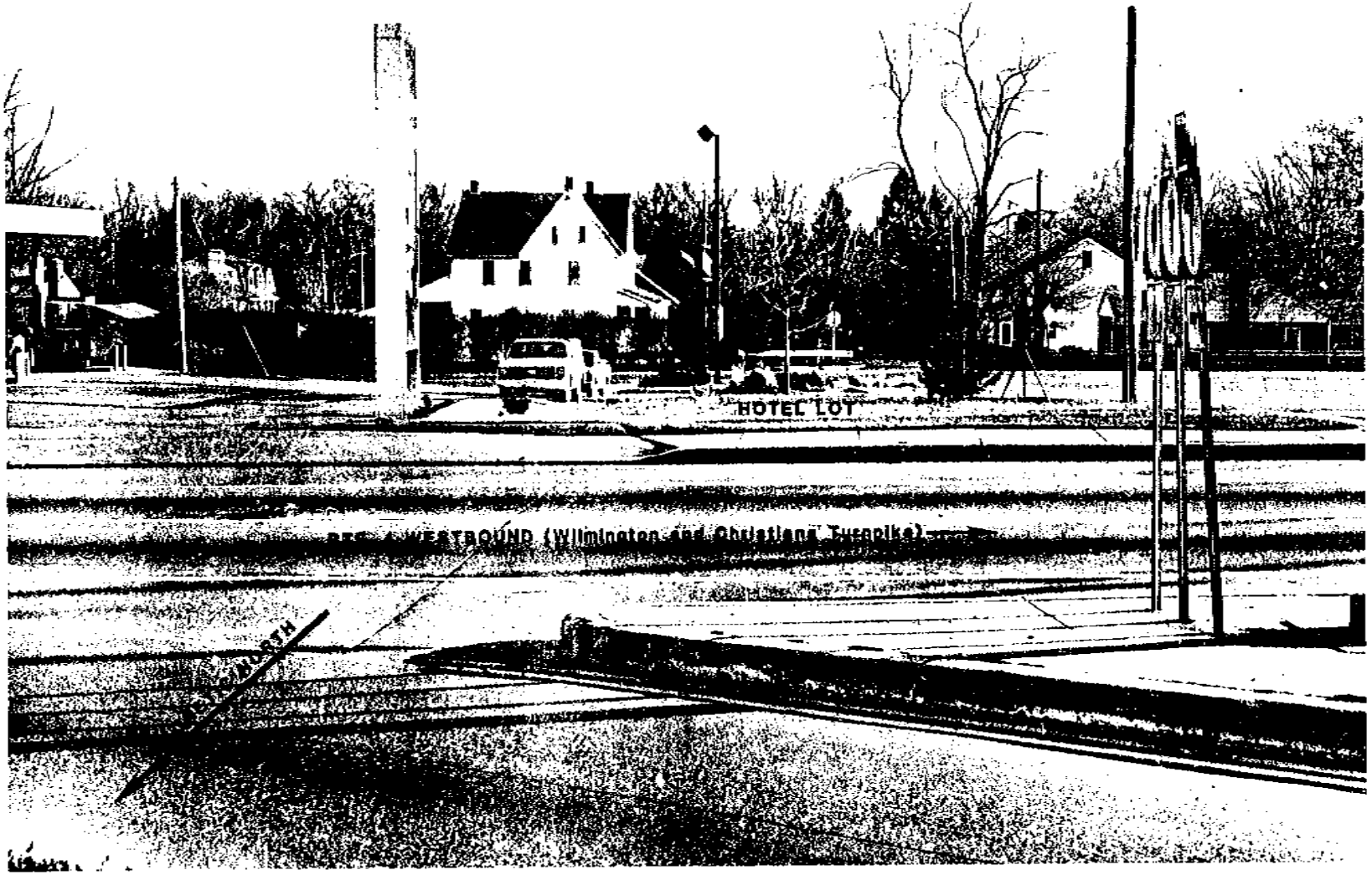
In summary, the excavations on the Miller Lot revealed no significant features earlier than a twenteith century date, and suggest the back part of the lot, where features might be expected had been plowed, probably for a large garden. It is unlikely that any intact remains of the structure or structures on the northern part of the lot remain, since that area appears to have been bulldozed when the most recent structure was removed.

The artifacts were inventoried and analyzed following the procedure described in the methodology section.

The Hotel Lot

The boundaries of the Hotel Lot are taken to be the boundaries specified in the deed transfer from Soloman Hersey to John Narvel in 1888 (Figure 13), F14-479). These include most of the block between Mill Lane and Elm Street, to the east (Plate 1). They exclude the northeast corner of the block which the deed states was a lot "lately sold to Louise Neville". The degree to which archeological

PLATE 1


HOTEL LOT
WESTBOUND (Wilmington and Christiana Turnpike)
NORTH

remains are present across this property, in areas not yet investigated, can only be clarified by further investigations, which are beyond the scope of this project. The operators of the hotel, and subsequent occupants of the lot, should have had access to this area, but it is also reasonable to suppose that remains pertaining specifically to the hotel will be located more directly behind it, in or near the impact zone.

The field methods employed on the Hotel Lot are essentially the same as those described for the Miller Lot, in that two-foot by two-foot test units were placed to gain initial stratigraphic control. These were placed in the grassy island between the Mill Lane Connector and the Alert Gas Station tarmac (See Site Plan, Figure 10). In one of them, N500, W365, some rather large rocks were exposed that appeared to be set together in the manner of a foundation (Plates 2 and 3). In an effort to trace this feature, a trench was extended west to the W375 grid line. At about W368, the foundation appeared to turn to the north, and a two foot wide trench was extended north to the N520 line in order to follow it. This trench was later expanded to four feet wide to completely expose the foundation (See Figure 21). The foundation was clearly defined to this point, but appeared rather more disturbed to the north. This disturbance probably occurred when the "Old Stone Hotel" was razed, prior to the construction of the gas station which presently occupies the lot. Another trench was excavated transverse to the exposed portion of the foundation along the N510 line, between W375 and the curb for the gas station tarmac at W355. The objective of this excavation was to define the stratigraphy both inside and outside of the foundation, and to determine whether or not a cellar hole was present. On the east side of the foundation (inside), the subsoil was revealed at a shallow depth beneath a thin layer of distrubed fill, indicating that there was no cellar, at least under this part of the structure. In addition, four features were uncovered. Feature 4 was west (outside) of the

PLATE 2

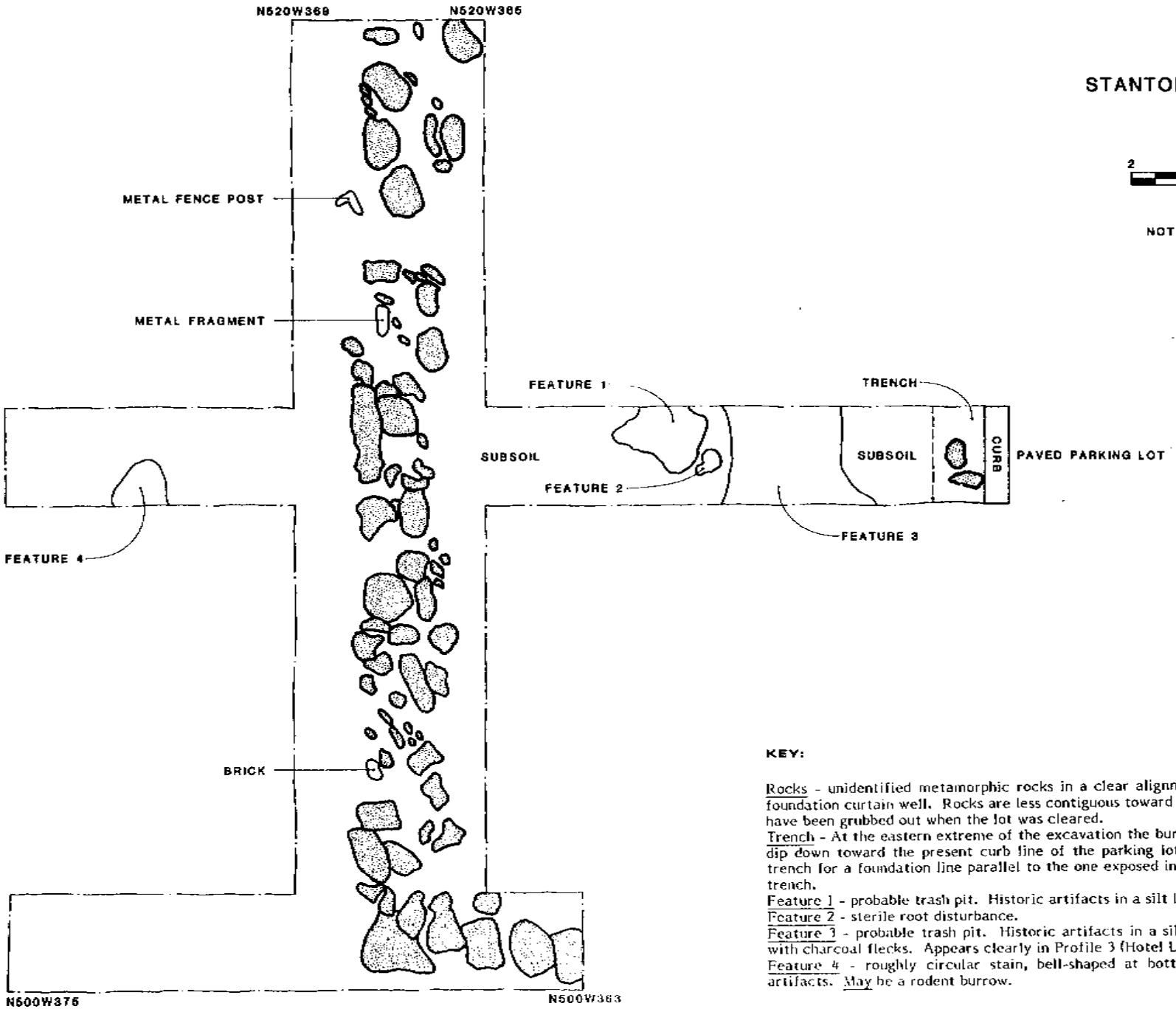
TRENCH N500W369 to N520W369
4'x20' FOUNDATION-HOTEL LOT

PLATE 3

TRENCH N500W369 to N520W369
4'x20' FOUNDATION-HOTEL LOT
(South End)

FIGURE 21

STANTON HOTEL LOT FOUNDATION



NOTE: Shaded Area Constitutes Rock

KEY:

Rocks - unidentified metamorphic rocks in a clear alignment, in the manner of a foundation curtain well. Rocks are less contiguous toward the north, and some may have been grubbed out when the lot was cleared.
Trench - At the eastern extreme of the excavation the buried A horizon appears to dip down toward the present curb line of the parking lot. This may represent a trench for a foundation line parallel to the one exposed in the main north to south trench.
Feature 1 - probable trash pit. Historic artifacts in a silt loam matrix (10YR3/3).
Feature 2 - sterile root disturbance.
Feature 3 - probable trash pit. Historic artifacts in a silt loam matrix (10YR5/4) with charcoal flecks. Appears clearly in Profile 3 (Hotel Lot)
Feature 4 - roughly circular stain, bell-shaped at bottom, only a few historic artifacts. May be a rodent burrow.

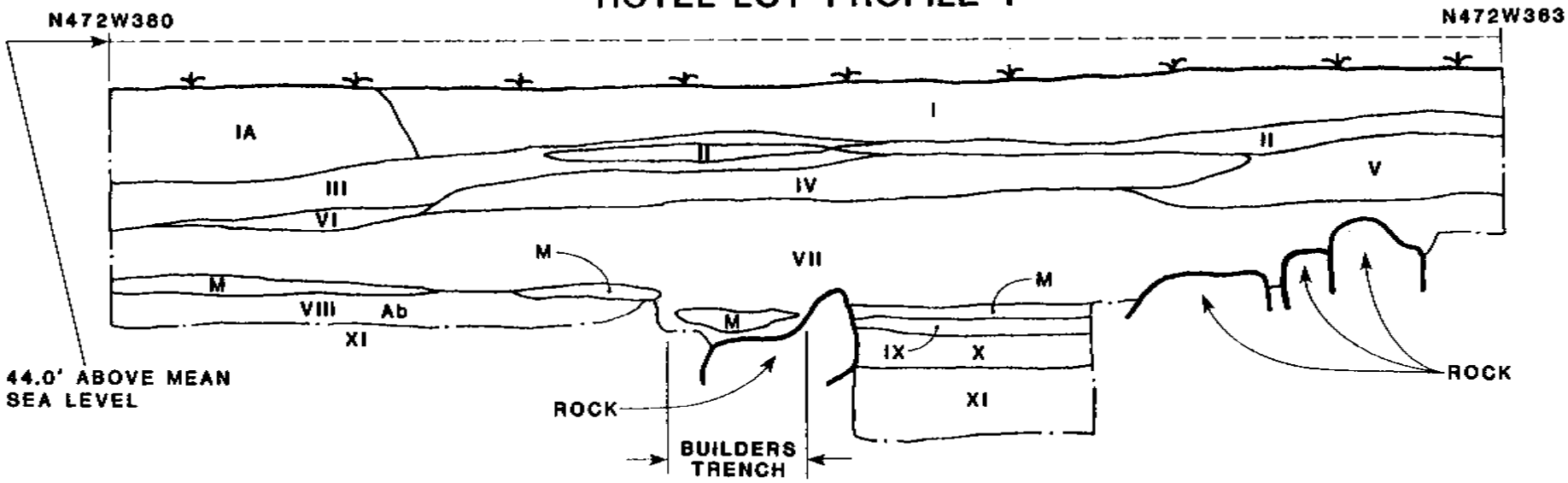
foundation and had the appearance of a rodent hole. The other three features were inside the foundation line. Feature 2 was a sterile root disturbance, Feature 3 was a trench-like pit, and Feature 1 appeared to be a small trash pit. Feature 3 contained no ceramics, but did yield a blown wine bottle base and five kaolin pipe fragments. A wire nail was also recovered from the feature, although this may be intrusive given the obvious disturbance above the pit. Feature 1 contained four sherds of undecorated pearlware and 14 of coarse earthenware. While the artifacts from Features 1 and 3 are less than satisfactory for positive date attribution, they are certainly suggestive of the early nineteenth century. Their precise stratigraphic relationship to the foundation could not be determined, since it appears that some overlying strata were removed when the lot was graded, at the time the stone was razed.

The profile in the portion of the trench west of the foundation line revealed that the buried A horizon dipped sharply to the west (Figure 24), and a similar situation had been observed in the trench at N500 (Figure 23). This old surface had been covered with fills that diminished in thickness toward the east, which had the effect of producing a more level surface. It appears that the old surface was dropping away from the foundation toward the old course and level of Mill Lane, a short distance to the west (Figure 10). As mentioned previously, that road is quite old -- possibly older than the town of Stanton -- and was apparently unsurfaced even when the 1966 DelDOT plan was drawn. It had undoubtedly become "entrenched" below even the natural grade, and was well below the present, artificial grade.

By contrast, the buried A horizon in the east-west trench at the N470 grid line was relatively level, and lay about three feet below the highest level of the buried A adjacent to the foundation (Figure 22). This suggests that the original surface not only fell off to the west of the foundation, but also to the south,

FIGURE 22

HOTEL LOT-PROFILE 1

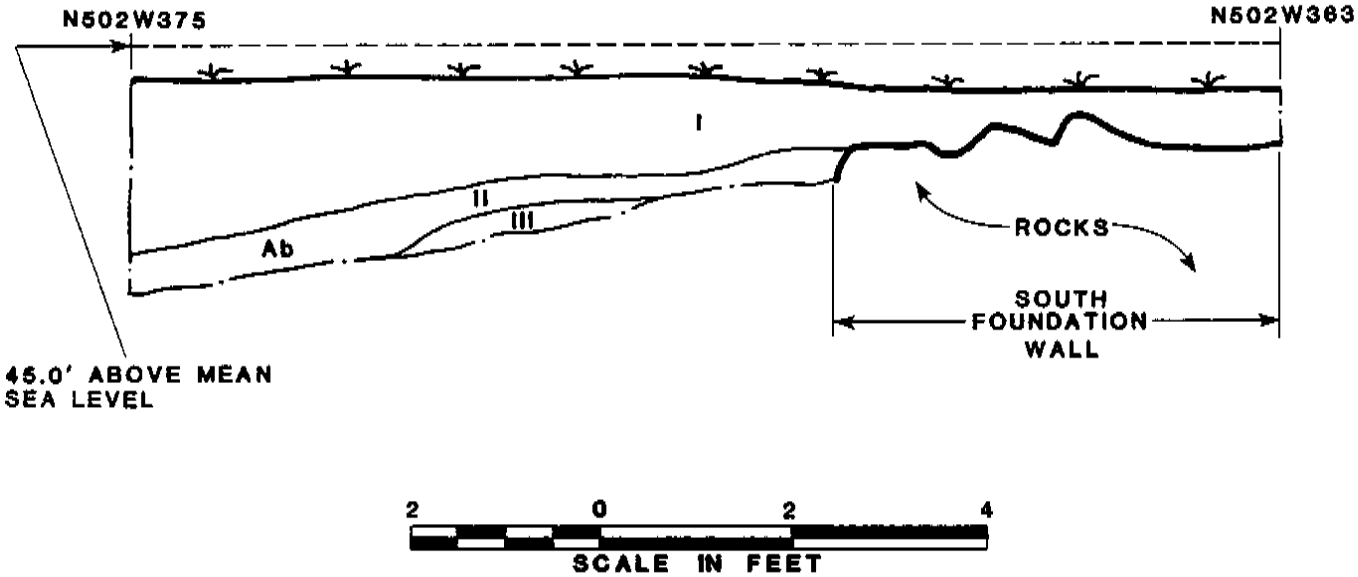


KEY:

Horizon I - Mixed Fill. Predominantly silt loam (10YR3/2) with few historic artifacts. (IA - clay loam 10YR6/6)
Horizon II - Ash and Cinder Horizon. Consists of ash, coal and cinders, with humerous ferrous metal artifacts.
Horizon III - Cinder Horizon. Sand (10YR3/1) mixed with cinders.
Horizon IV - Sterile Fill. Predominantly sand loam (2.5YR5/8), no artifacts.
Horizon V - Sterile Fill. Predominatly sand loam (2.5YR4/6) mixed with gravel and pebbles, no artifacts.
Horizon VI - Mortar Horizon. Broken mortar and pebbles.
Horizon VII - Sterile Sand Horizon. Loosely packed, micaceous sand (10YR4/6), with no artifacts. At the east end of the trench the bottom of this horizon contains numerous boulder size rocks.
Horizon VIII - Buried A Horizon. Predominantly sand loam (10YR4/2)
Horizon IX - Buried floor. Contiguous layer of charcoal and charred wood that probably represents a burned floor.
Horizon X - Possible Ab. This horizon may represent a buried A horizon beneath the floor above, or a prepared surface on which the floor was laid.
Horizon XI - Subsoil. Predominantly a clay loam (10YR5/4) with mottling (10YR5/4 and 10YR5/8). The top of this horizon was the base of the excavation at the west end of the trench.

FIGURE 23

HOTEL LOT-PROFILE 2

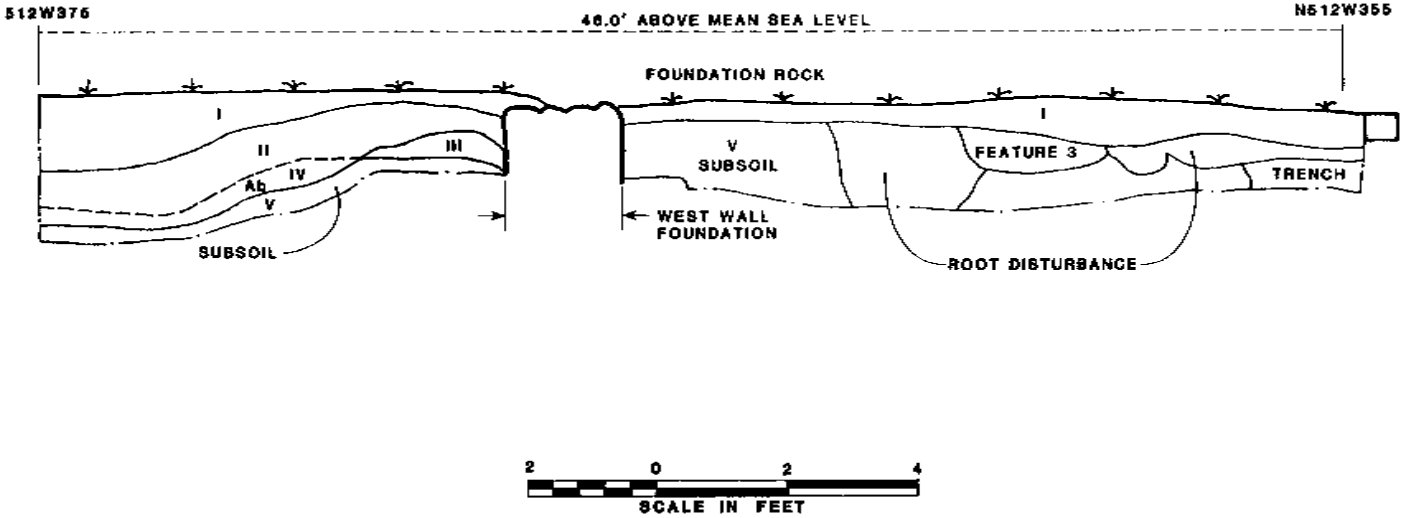


KEY:

Horizon I - Mixed Fill. Predominantly silt loam (10YR3/2), with gravel, pebbles, and historic artifacts.
Horizon II - Buried A Horizon. Silt loam (10YR4/3) with historic artifacts.
Horizon III - Subsoil. Predominantly silt loam (10YR5/4), some mottling (10YR4/3)

FIGURE 24

HOTEL LOT-PROFILE 3



KEY:

Horizon I - Mixed Fill. Predominantly sand loam (10YR3/2) with clay inclusions (10YR4/6) and mottling (10YR5/8), containing shell, brick fragments, coal and broken and rounded pebbles and gravels.
Horizon II - Mixed Fill. Predo minantly silt loam (10YR3/3) with some mottling (10YR5/6) containing broken and rounded pebbles and gravels. Boundary with Horizon IV is diffuse.
Horizon III - Mixed Fill. Predominantly silt loam (10YR3/3) with mottling (10YR5/6), containing some broken and rounded pebbles and gravels.
Horizon IV - Buried A Horizon. Silt loam (10YR3/3), containing brick fragments, coal, shell and historic artifacts.
Horizon V - Subsoil. Clay loam (10YR5/8) with mottling (10YR4/4). "Root Disturbance" - Clay loam subsoil (10YR5/8) Heavily mottled with silt loam (10YR3/4)
"Trench" - Silt loam (10YR3/2) with appearance of an AB Horizon that may be the remnant of a foundation trench (see also Plan of Foundation).
"Feature 3" - see plan of foundation.

consistent with the natural grade surrounding the current intersection improvements. A number of other items of interest were located in this trench. At the east end of the trench, a number of large rocks were uncovered. Several of these were too large to be removed from the two foot wide trench, and we could not expose what lay beneath them. They did not appear to be laid closely, and the spaces between them were filled with the same sterile micaceous sand that formed the fill above them. They appear to have been pushed into their present position and covered with fill. They probably represent remnants of the destroyed walls and/or foundations of the old stone hotel, the structure on the foundation uncovered by these investigations, and/or some other as yet unidentified structure. To the west and below these rocks lay a layer of charred wood and charcoal and a large rock set into the surrounding buried A horizon and subsoil. Covering these and buried A horizon still further to the west was a discontinuous layer of mortar. These are interpreted as the more or less in situ remains of another structure. The depth of the fill precluded exposing more of these remains by hand excavation, but they are clearly too far north to be part of the frame structure that appears on the 1966 DelDOT plan (Figure 10). It should be observed here that they lie well below the level of the tarmac of the Alert Station, just to the east, which is presumably laid down on fill. That pavement is only a couple of inches below the ground shown at the east end of the profile for this trench (Figure 22).

The remaining test unit, not otherwise incorporated into the trenches discussed above was N460W395. A series of fills was penetrated, ending on a hard gravelly surface at a depth of 2.3 feet. This is likely a surface of the original Mill Lane, though it is not necessarily much older than the present intersection improvements. Older road surfaces may lie below it, however.

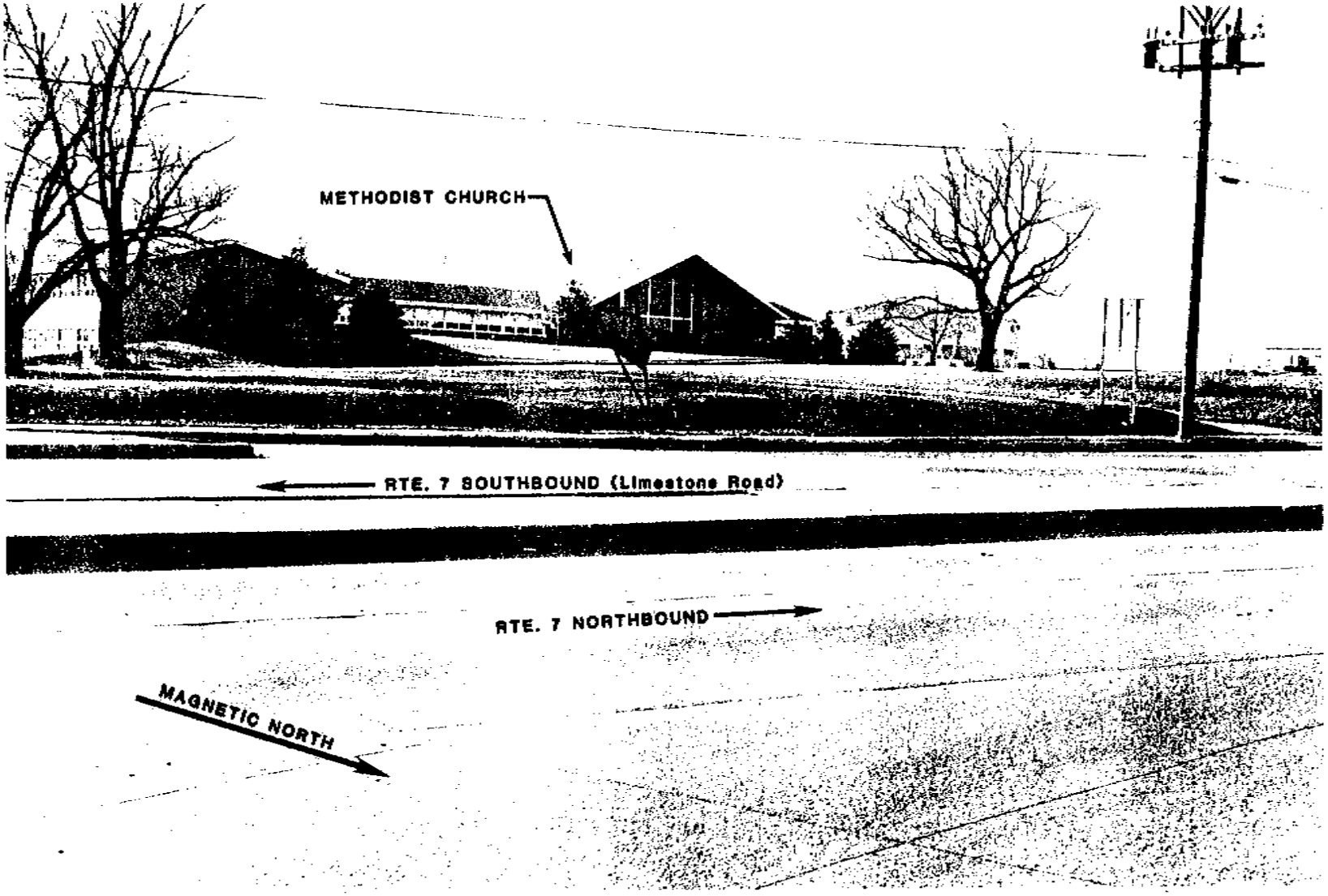
In general, the buried A horizons on the Hotel Lot were natural horizons undisturbed by plowing. They were screened in two-foot sections within the trenches after the fill overburden had been removed. The ware type totals for the refined white earthenwares (including features) from the in situ soils broke down as follows: Creamwares 3, pearlware 20, whiteware 14. This is a small sample but it suggests an early nineteenth century provenience for the undisturbed contexts on the lot, since creamware is present, but in small amounts, and pearlware outnumbers whiteware.

In summary, work at the Hotel Lot revealed the presence of one building foundation, and possibly a second. Neither of these structures is accounted for on any of the available maps that show structures, and they probably represent some kind of service buildings associated with the main structure on the lot, the "Old Stone Hotel". The apparent size of the first, as far as it was exposed, and its lack of a basement suggest that it may have been a stable, or barn, and additional remains of it may exist below the tarmac to the east. In general, the old surfaces north of our excavations may be presumed destroyed by the demolition activities for the main structure on the lot. To the south and west, and probably to the east under the tarmac, they are covered by fill and do not appear to be much disturbed by either construction or earlier plowing. Two trash pit features were uncovered adjacent to the foundation, and the lack of disturbance to the south suggests a high potential for the recovery of additional undisturbed features.

The Church Lot

For reasons described previously, this area received relatively less attention than the others. The impact zone will cut a narrow path along the west side of Limestone Road, roughly parallel to the present curb line (Plate 4). In effect, it will broaden the curve of the access ramp from Limestone Road onto Route 4,

PLATE 4


METHODIST CHURCH
RTE. 7 SOUTHBOUND (Limestone Road)
RTE. 7 NORTHBOUND
MAGNETIC NORTH

westbound. It will cut across the locations of three structures shown on the 1927 DelDOT plan, all of which have already been cut by the present construction. The partial remains of a foundation wall is presently evident in approximate alignment with the south wall of the middle structure of the three (see Site Plan, Figure 10). The recording of the dimensions and construction details of house foundations is of some archeological interest, but structure locations are not commonly productive of other kinds of archeological data, and these have already been partially destroyed.

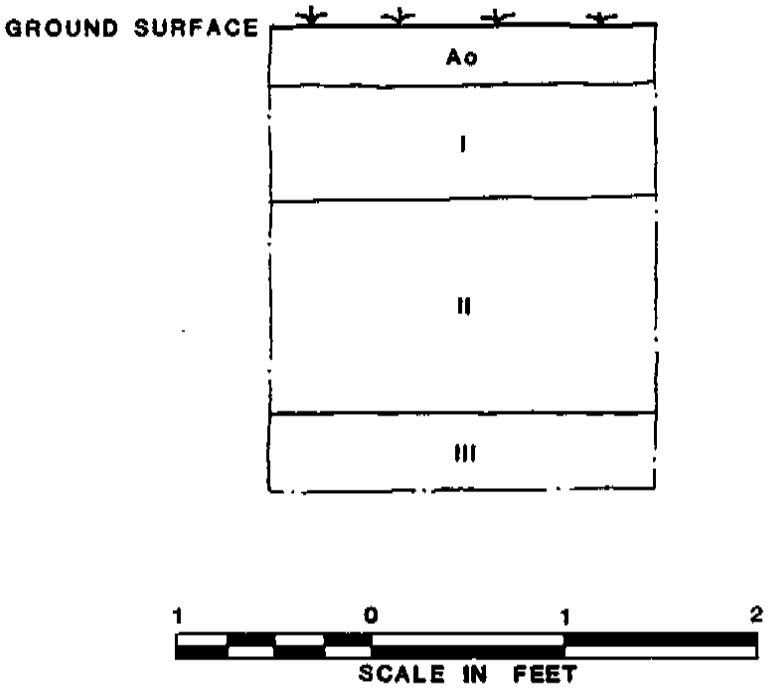
As it turned out, the lot that was subject to both documentary and field research is the one lot in the impact zone on which a structure is not shown in the 1927 DelDOT Paving Plan. The documentary research revealed that a structure had indeed been present on the lot by reference to a party wall in the description of the bounds for a subdivision of the lot (see Figure 14).

Three two-foot by two-foot test units were placed inside the proposed right-of-way on the Church Lot. The first, at N800W540, was abandoned in fill at a depth of 2.4 feet (Figure 25). In the second, N820W540, a buried A horizon was encountered at approximately that depth (Figure 26). Its depth and definition suggested that it was a plow zone. The third unit was placed ten feet west of the second, at N820W550 (Figure 27), a similar buried A horizon was encountered at a slightly greater depth and a small pit was located below that, probably truncated by the plow zone. The pit contained whiteware and metal can fragments, suggesting a date at, or after the Civil War. The pit was somewhat unexpected in such close proximity to structure locations, since, in general such features are located behind, rather than adjacent to structures.

Because the right-of-way cuts through documented structure locations, little in the way of significant archeological remains is expected, the pit in N820W550 notwithstanding. The lot has been even more heavily filled over than the Miller

FIGURE 25

CHURCH LOT-PROFILE 1
N800W540-EAST WALL PROFILE



KEY:

Ao horizon - humus, 10YR3/2

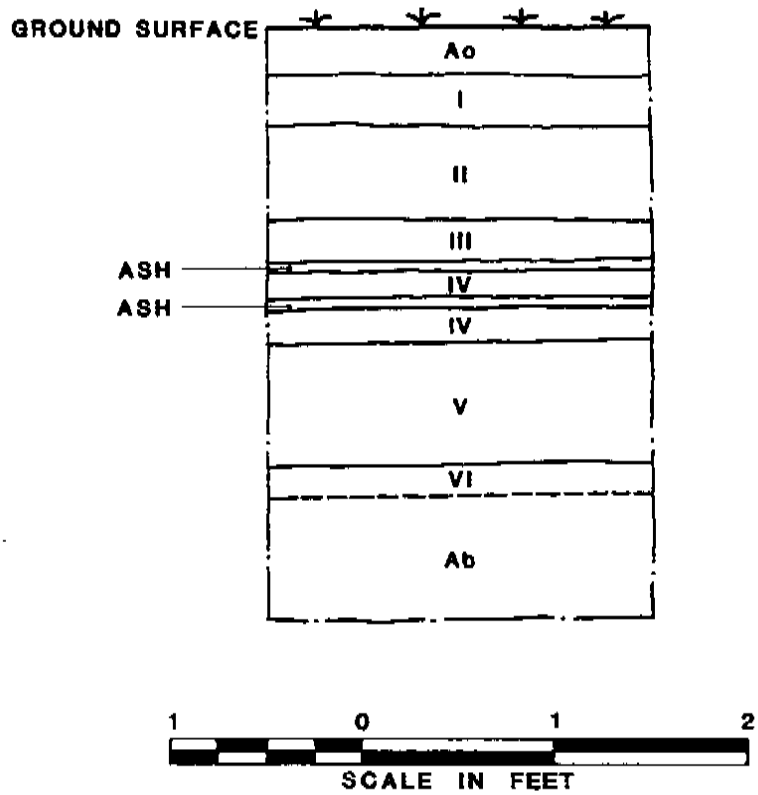
Fill I - 10YR6, yellow mottled clayey fill, mottles - 10YR5/8

Fill II - 10YR4/2 loose coarse fill, brick fragments and pebbles

Fill III - 10YR3/2, finer more compact fill

FIGURE 26

CHURCH LOT-PROFILE 2
N820W540-EAST WALL PROFILE



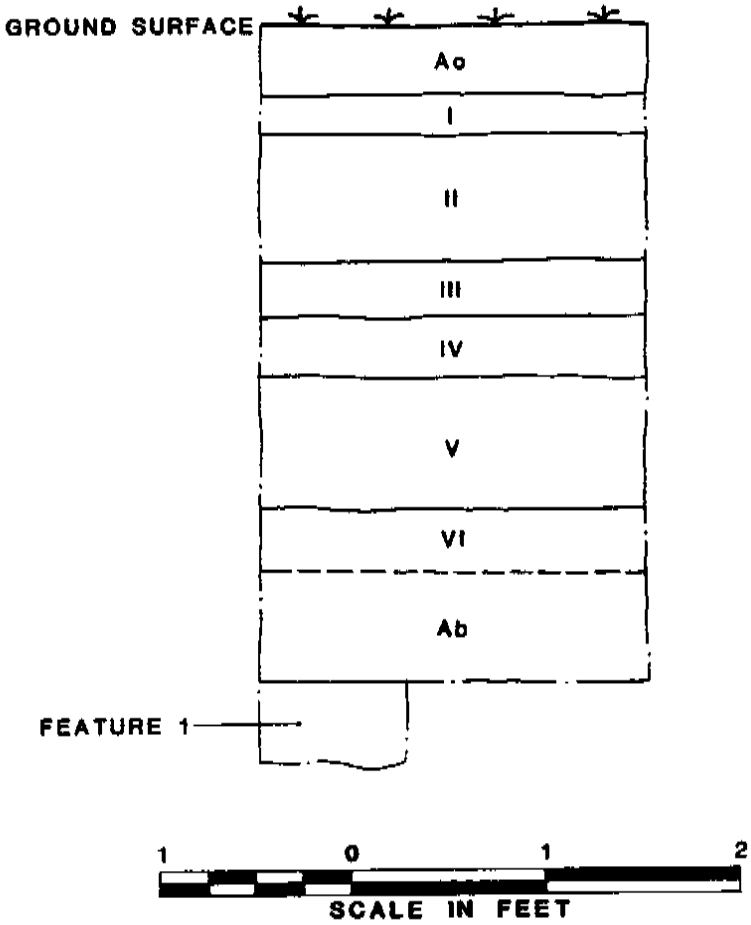
KEY:

Ao horizon - 10YR3/2 silt loam

Fill I - 10YR3/1 silt loam, pebbles and gravels, coal and cinders
Fill II - 10YR5/6 sand laom, sterile with rounded pebbles and gravels
Fill III - 10YR2/1 silt loam, very dense accumulation of coal and burnt organic material
Fill IV - 10YR5/2 silt loam, abundant shell and cinders, less pebbles, ash lens in middle of layer
Fill V - 10YR5/4 mixed fill with 10YR3/2 and 10YR5/6 mottling, angularly broken and rounded pebbles
Fill VI - 10YR3/3 silt loam, brick fragments, abusndant shell and cinders
Ab horizon - 2.5Y5/4 silt loam, few pebbles present

FIGURE 27

CHURCH LOT-PROFILE 3
N820W850-EAST WALL PROFILE



KEY:

Ao horizon - 10YR3/2 silt loam
Fill I - 10YR3/2 silt loam, pebbles and gravels, coal and cinders
Fill II - 10YR5/6 sand loam, sterile with rounded pebbles and gravels
Fill III - 10YR2/1 silt loam, very dense accumulation of coal and burnt organic material
Fill IV - 10YR5/2 silt loam, lots of shell and cinders, less pebbles, ash mixed throughout layer
Fill V - 10YR5/4 mixed fill with 10YR3/2 and 10YR5/6 mottling, angularly broken and rounded pebbles
Fill VI - 10YR3/3 silt loam, abundant brick fragments, shell and cinders
Ab horizon - 2.5Y4/2 silt loam, few pebbles, shell and brick less abundant

Feature 1 - 2.5Y4/2 silt loam, size and shape indeterminate

Lot, and the extensive filling was described by an elderly passerby. Some foundation remains may (or may not) still be present, but the dimensions of two of the structures may be drawn from the 1927 DelDOT plan, and those of the third cannot be regarded as making a significant contribution.

INTERPRETATION

As expected, the data from the site testing program was not sufficient to fully resolve all the research problems designated by the research design. Some preliminary observations can be made, however. The ceramic inventory from the Miller Lot was sufficiently large (383) to allow meaningful comparison of the type ranks with other data. The collection from the Hotel Lot was marginal in size for this purpose (85), and the sample from the three test units at the Church Lot was too small (35) for meaningful comparisons. There were some additional limitations in the contexts from Stanton with regard to the type rank distributions. The terminus post quem procedure for dating the contexts for the screen samples was not entirely satisfactory. Many of the native contexts lacked sufficiently diagnostic artifacts to separate the nineteenth from the twentieth century contexts. In addition, the samples from the Miller Lot were drawn mostly from plow zone horizons, raising the possibility that the artifacts represent mixtures of materials from both centuries. This may be indicated by the relatively larger (though still small) representation of the Decalcomania decorative type in the Miller Lot collections (see below for further discussion). In general, however, the types from the Miller Lot were sufficently similar to those from Bridgeboro to suggest that any 20th century "contamination" of the samples is not too large. Strictly speaking, this amounts to circular reasoning, but it is the best that can be done under the circumstances.

The sample size limitation from the Hotel Lot has already been mentioned. However, the comparison of that sample with the Miller Lot materials is suggestive and the results of the comparison are discussed below. The sample size limitation also limited the degree to which the third research purpose could be addressed. There were simply not enough artifacts to whose origin could be established to provide an adequate evaluation of trade range distributions. Data on spatial configurations of outbuildings and, possibly functional use areas are clearly present on the Hotel Lot, and additional investigations should yield a more or less complete characterization of the relevant patterning. This kind of data did not appear to be present on the Miller Lot, so comparison with the domestic function site is not possible in connection with this project. With these limitations in mind, the results of the analysis can be interpreted.

For the Miller Lot, the artifact counts were grouped into types thought to be significant in reflecting the economic standing of consumers occupying the lots. These counts were then ranked, by percentage of the total, from largest to smallest. A comparison of these rankings was made to the rankings for the totals of five domestic lots from Bridgeboro, New Jersey (Thompson 1984). It is assumed that the percentage distributions of the types will reflect the consumer purchasing power of the lot occupants in terms of the cost differential of the different types, which include both "table wares" (primarily refined white earthenwares in the nineteenth century), "ceremonial wares" (porcelain and certain fine stonewares), and utilitarian wares, which are presumed to be represented by the coarse earthenwares, coarse stonewares and yellow wares. Ware types do not, of course, conform to these groupings on an exclusive basis, and it is often impossible to make functional assignments on individual small sherds, but for this part of the analysis the functional attribution is less important than the overall rank distribution of the various types. As mentioned previously, the refined white earthenwares are

subdivided into decorative types since cost differential has been established for these by independent documentary research (Miller 1980).

It should be emphasized that cost rankings, specifically, have not been established for the type breakdown, by independent documentary evidence for this local market area, and that the rankings shown here represent the empirical distribution of the artifacts gathered in the field.

The method for comparing the Miller Lot sample to the combined samples from Bridgeboro, where the individual lots showed a high degree of agreement, is the Tau statistic, which measures the amount of agreement between two sets of rank orderings. The value of the statistic varies between minus one and plus one, and is corrected for ties. It is a non-parametric, distribution free measure and its computational formula is:

$$T = \frac{4 \quad C_i - n\,(n-1)}{(n(n-1- \ T_x)\,(n(n-1)- \ T_y)}$$

where C_i is the number of rankings in the ordering of the "Y" ranking larger than the particular ranking, when the "Y" ranking is ordered following the "X" ranking. "n" is the number of pairs of ranks, and T_x and T_y are corrections for ties within the ordered rankings (Thomas 1976). A value of minus one indicates perfect reverse ordering of the rankings, plus one indicates perfect agreement in the rankings and zero suggests no relationship between the rankings (Thomas 1976).

The data for the Miller Lot sample and the combined Bridgeboro samples are presented in Table 4. The computed Tau value for the comparison of the rank orderings of the types from the two samples is equal to .5143, which indicates some degree of positive association between the rankings, but is a smaller value than obtained from any of the pairwise comparison between the individual lots in Bridgeboro. Previous applications of this form of analysis are limited to Bridgeboro, New Jersey (Thompson 1984) so there is little comparative analysis to

TABLE 4

PERCENTAGE RANK DISTRIBUTIONS

	Stanton: Miller Lot, DE.			Bridgeboro, N.J. 5 Lot Totals		
	Count	%	Rank	Count	%	Rank
Porcelain	10	2.6	5.5	42	1.2	7.5
Refined Redware	0	0	9.5	20	.6	9.5
Refined Stoneware	0	0	9.5	10	.6	9.5
Refined White Earthenwares						
Transfer Printed	22	5.7	3.0	490	14.5	3.0
Hand Painted	6	1.6	7.0	78	2.3	6.0
Minimally Decorated	18	4.7	4.0	208	6.1	4.0
Undecorated	209	54.6	1.0	1,572	46.4	1.0
Decalcomania	10	2.6	5.5	11	.3	11
Yellow Ware	1	.3	8.5	104	3.1	5
Coarse Stoneware	1	.3	8.5	42	1.2	7.5
Coarse Earthenware	106	27.7	2	803	23.7	2
= .5143	383	100.1		3,390	100	
Refined White Earthenwares (separately)						
Transfer Printed			2			2
Hand Painted			5			4
Minimally Decorated			3			3
Undecorated			1			1
Decalcomania			4			5
= .8000						

allow the interpretation of this result. It may be that the Miller Lot represents a different socio-economic status (averaged over the length of time that the occupation debris accumulated on the lot). It may be that there have been significant additions of twentieth century artifacts, which has skewed the distributional patterns for the total sample which is derived from plow zone contexts. The Decalcomania decorative technique was introduced near the end of the nineteenth century, and its relatively large representation in the Miller Lot collection may be more of a reflection of this mixing, than of socio-economic status. When the distributions for the decorative types of refined white earthenwares are examined separately (Table 4) the comparison achieves a much higher value of Tau, equal to .8000. The pairwise comparisons for all the lots at Bridgeboro, however, were all identical at a Tau value of 1, so again the comparison with the Miller Lot is noticeably smaller. In general, the evidence suggests that while the Miller Lot shows some degree of comparison with the Bridgeboro samples, it is not sufficently similar to conclude that the same socio-economic status is represented in both cases. To evaluate the hypothesis of socio-economic status similarity within the community of Stanton, it will be necessary to conduct more research in that community, which is beyond the scope of this project.

The Tau comparison was also made between the Miller Lot and the Hotel Lot a difference in rankings was hypothesized, to reflect the presumed functional difference between those lots (Table 5). The Tau value for the comparison was .37262, which indicates that the Miller Lot was even less similar to the Hotel Lot than it was to the Bridgeboro Lots. The sources for the difference between the Miller and Hotel Lots is suggestive. At the Hotel Lot, coarse earthenwares were the largest proportion, possibly indicating the greater degree of food preparation and storage activity in connection with the Hotel. At the same time, the ranks for

TABLE 5

PERCENTAGE RANK DISTRIBUTIONS

	Stanton: Miller Lot			Stanton: Hotel Lot		
	Count	%	Rank	Count	%	Rank
Porcelain	10	2.6	5.5	3	3.5	4.5
Refined Redware	0	0	10.5	3	3.5	4.5
Refined Stoneware	0	0	10.5	0		9.5
Refined White Earthenwares						
Transfer Printed	22	5.7	3.0	9	10.6	3.0
Hand Painted	6	1.6	7.0	1	1.2	8.0
Minimally Decorated	18	4.7	4.0	1	1.2	8.0
Undecorated	209	54.6	1.0	26	30.6	2.0
Decalcomania	10	2.6	5.5	0	0	9.5
Yellow Ware	1	.3	8.5	1	1.2	8.0
Coarse Stoneware	1	.3	8.5	2	2.4	6.0
Coarse Earthenware	106	27.7	2	39	45.9	1.0
= .37262	383			85		
Refined White Earthenwares (separately)						
Transfer Printed			2			2.0
Hand Painted			5			3.5
Minimally Decorated			3			3.5
Undecorated			1			1.0
Decalcomania			4			5.0
= .63245						

porcelain and refined redware were higher at the Hotel Lot, consistent with an expectation for a higher level of "ceremonial" activity such as coffee, tea, and liquor drinking at a public facility. This may also reflect the fact that Hotel patrons were less careful of higher-cost serving items than a householder would be, resulting in a higher rate of breakage.

It must be observed again, however, that the same limitations of lack of temporal control mentioned for the Miller Lot also apply to some degree the Hotel Lot, and that the sample size is small enough that sampling error may be a factor. A notable difference in distributional configuration is present, and this probably reflects differences in the intensity of use of functional classes of artifacts, as reflected by the different ware types.

The evaluation of trade range distributions for artifacts from the Hotel Lot was not possible because geographical origins for the artifacts could not be determined. Mold-labelled bottles are the best source of data for this kind of analysis, and it is likely that significant deposits of this kind of material are present on the lower part of the lot.

The spatial configurations of service facilities can clearly be determined from contexts remaining on the Hotel Lot, as demonstrated by the test excavations there. The scope of these investigations was too limited to capture them clearly, but data recovery should allow this. The fact that plow zones were encountered consistently on the back of the Miller Lot suggest that outbuildings and service facilities were either limited in extent, or were located beyond the impact zone, possibly under the present east bound lanes of Route 4.

In summary, there is an apparent difference in both artifact type distributions and spatial organization betwen the Hotel Lot and the representative domestic Miller Lot. The recovery of more complete data from the Hotel Lot is desirable for comparison with other domestic samples and for comparison with

other Hotel type facilities that served both local and interregional transportation nets. Such sites served important social and economic needs in the historic profile of Delaware and the region, and this site would be the first of a cross section of such sites investigated in order to address the research questions considered here as well as a number of others (Thomson and Beidleman, 1984).

The disturbed and mixed nature of the contexts at the Miller Lot, on the other hand suggests that it is not likely too yield much additional significant data useful for research purposes. The Church Lot is unlikely to be productive within the impact zone, although investigations farther to the west in areas in back of the structure locations might yield substantive data. That is beyond the scope of this project, however.

RECOMMENDATIONS

The recommendations presented here are based on potential research significance of the properties investigated, to address the issue of eligibility for nomination to the National Register of Historic Places. The general historical background for the town of Stanton and the site boundaries have been discussed previously. This discussion will focus on site integrity and site significance in terms of the fourth criterion of significance given in the legislation: sites that have yielded, or may be likely to yield information important in prehistory or history (see also National Park Service 1982).

The Miller Lot

The integrity of the archeological contexts at the Miller Lot varies within its boundaries. Test excavations suggest that the upper part of the lot was bulldozed to remove a structure, probably at the time the present intersection improvements were constructed. The lower (southern) part of the lot contains intact older

surfaces buried to varying depths with recent fill. Test excavations in this part of the lot revealed that most of the buried surfaces are plow zones that appear to contain mixtures of nineteenth and twentieth century artifacts which probably represent a mixture of yard surface scatters and plowed-up trash pits. Intact features dating to the nineteenth century were not discovered, and it is likely that few, if any, such features have survived the plowing. While the artifactual data contained in such plow zones has some research value, a useable sample of this data has been obtained by the site testing program. Further excavated data is therefore likely to be redundant, so the site is unlikely to yield further data important in history. Therefore, no further work is recommended at the Miller Lot. This site is not eligible for nomination to the National Register of Historic Places.

The Church Lot

Investigations were limited in this portion to the impact zone. Precise boundaries for the site or sites that may be affected by the proposed construction were not established. However, map evidence and documentary research indicate that the impact zone will affect only portions of lots that originally contained dwelling structures. Any data on foundation dimensions and construction details for domestic structures that might be within the impact zone are likely to be redundant with that contained in maps, documentary sources and comparable standing structures. Other kinds of archeological features are not commonly found immediately adjacent to such structures, and the proposed construction is therefore unlikely to adversely affect important archeological data. No further work is recommended at this lot. This site is not eligible for nomination to the National Register of Historic Places.

The Hotel Lot

As indicated in the previous discussions, the number of nineteenth century hotel sites is small in comparison to domestic structure sites of all kinds, and none have been investigated previously in Delaware. The test excavations revealed the presence of two (presumed) outbuildings for the main hotel structure that are not otherwise specifically accounted for in maps or documentation. As at the Miller Lot, the upper part of the lot has been severely disturbed by activities associated with the removal of the main structure, facing the Newport Turnpike (Route 4, westbound). Similarly, the lower part of the lot is protected by rather deep deposits of recent fill. In addition to the foundation features, small pit features were identified and no evidence for plowing was detected, suggesting good potential for the recovery of additional intact archeological features. Since the level of the present tarmac apron for the Alert Gas Station is approximately even with the fill surface on the grassy island where the test excavations were completed, it is very likely that additional intact archeological remains are located below it.

The general research potential of the Hotel Lot may be established with reference to some important developments in American history. The nineteenth century was a period of rapid growth and economic transformation in the nation. The economic constraints imposed by the colonial system were broken by the American Revolution and the different regions increased their communication and commerce with one another, for political as well as economic reasons. At the same time, the growth of industrialization created more specialized and localized units of production that became interdependent with each other. Farm produce and raw materials were transported to and between urban industrial centers, and manufactured products were exchanged back. All of these factors contributed to the growth and importance of land transport road networks, and hotels were

important service facilities for the individuals who carried goods, services, and messages within both the intra-regional and inter-regional exchange networks.

Because of the function of such sites both spatial configurations and artifact inventories present at them should be demonstrably different than ordinary domestic sites. The character of such differences has yet to be clearly demonstrated archeologically but could include such things as larger stables, storage sheds, and other outbuildings together with a different arrangement of these features. Differences in artifact inventories have been hinted at in the results of the testing program: larger quantities of ceramic vessels at both the top of the cost scale ("ceremonial" items for the service of coffee, tea and liquor) and the bottom of that scale (utilitarian vessels for the preparation and storage of food). In the absence of additional data, these must be regarded as hypotheses to be tested by data recovery, but the testing program has revealed that the Hotel Lot has the potential to yield data to answer these questions.

Because the hotel at Stanton was located on a major inter-regional transportation route it is likely that the proprietors had access to a wider variety of manufactured items from a wider geographic range as well as a need for a larger quantity of them, than the average household. This hypothesis could be addressed by data still contained in the lot.

Other research questions could be addressed by data recovery at the lot. How much similarity exists between hotels on major routes and is there any contrast with those on routes of more local use? This kind of question cannot be answered at Stanton, alone, but because such sites are relatively scarce it is desirable to preserve and if it can't be preserved, excavate the data contained at the Hotel Lot for comparison with future data bases.

The growth of the transportation net is an important aspect of the history of Delaware, the Middle Atlantic Region, and the young nation, and the hotel at

Stanton represents an important and significant economic factor in the use of that transportation net. Documentary sources have not yielded and are unlikely to yield the kinds of specific data to address the research questions posed above. The archeological data at the hotel lot must therefore be recognized as significant at the local, state, regional, and national level, representing a relatively uncommon but economically important category of site. Therefore, data recovery procedures are recommended for the Hotel Lot.

Determination of Effect

The areal extent of the proposed improvements to the Stanton intersection is indicated by the right-of-way margins, shown on the site plan (Figure 10). The new configuration will result in new roadway construction across the corners of the two lots on the east and west side of the (present) Mill Road Connector. A narrow strip will also be taken on the southeast corner of the Church Lot to widen the access ramp from Limestone Road (Route 7, southbound) to the Newport Pike (Route 4, westbound). The corner cutting will cross the lower parts of the Miller Lot and the Hotel Lot, which are already covered with fill. If the present grades of the west and eastbound lanes of Route 4 are maintained, the construction across the Miller Lot will likely be on fill, since the present surface of that lot in the impact zone is below the grade of the eastbound lanes of Route 4. It is not clear, however, whether the present fill cover might be removed or penetrated prior to the placement of new fill. Since the archeological data remaining on the Miller Lot has been evaluated as not significant, this part of the new construction should have no effect on significant archeological resources and no further investigations are recommended.

Construction at the Church Lot will cut a narrow strip of in situ archeological horizons along the southeast corner of the lot. For reasons discussed

above, this construction is unlikely to affect significant archeological resources and no further investigations are recommended.

The northern part of the impact zone on the Hotel Lot, including the area where the extant foundation was partially exposed, is at or above the present grade of the Mill Road Connector, so it is very likely that there will be some cut below the present grade of the lot surface, which would destroy those foundation remains. Farther south, toward the point where the new construction would join the eastbound lanes of Route 4, there is rather deep fill over the identified significant archeological horizons. In spite of the fact that new construction here might not cut as deep as the intact cultural horizons, some long term adverse effects to the resource can be anticipated. Construction may cause the crushing, breaking or displacement of artifacts. Both in situ horizons and features may be distorted. The placement of a paved surface over the area, as well as any artificial drainage changes connected with the construction will change ground water levels and flow, which will result in further deterioration of any organic or other perishable artifacts that have achieved chemical equilibrium with their depositional environment. Finally, the construction will block access to significant archeological resources for an indefinite period of time and, in practical terms, they will be rendered valueless for research purposes.

A detailed discussion of the significance of the data set on the Hotel Lot has been given previously. Here it will suffice to say that the proposed improvements to the Stanton Intersection will result in the damage or destruction of a limited and scarce archeological data set which is important in understanding the history of Delaware and the Nation in the 18th & 19th centurys. For these reasons, complete data recovery is recommended at the Hotel Lot.

Complete data recovery is recommended at the Hotel Lot to retrieve the significant archeological data related to the research problems discussed above. Since sites of this particular function have not been excavated previously, the distribution of dependencies and other service facilities on the lot can not be predicted -- indeed, the identification of these distributions is one of the research objectives. In the absence of prior distributional information on such features, there is no way to design a sampling scheme that will produce this data, so complete excavation will be necessary to insure that this research objective is realized. For the artifactual data necessary to realize the objectives of analyzing, economic, functional, and geographic distributional patterns, it will be necessary to obtain a large sample of artifacts. This is particularly true for the last class of artifacts, since they normally compose only a small proportion of any artifact sample. It is likely that the sources for this data are located near the back part of the lot, within the impact zone, but again their distribution cannot be predicted. Complete excavation is therefore desirable to achieve these research objectives.

The design of a field strategy to achieve the data recovery goals can be based, at least in part, on the results of the testing program. The area around the foundation remnant should be excavated entirely by hand, since there is, at best, only a thin veneer of protective fill on this part of the lot. Disturbances from the placement of gasoline storage tanks for the Alert station are evident on the site plan north of the partially excavated foundation, and can be deleted from the salvage program, although further consultations with Alert personnel may be necessary to identify any disturbances that may have occurred subsequent to those shown on the plan. South and west of the foundation the older surfaces are covered by fill, as indicated on the profile drawings from this lot. The judicious use of excavation machinery in these areas would be acceptable, as long as machine excavation is terminated within the fill, and does not disturb intact surfaces. To

the west of the foundation is a rather steep slope to the old surface of Mill Lane, and little in the way of artifact deposits or features would be expected on that surface, but it should be at least sampled. Behind the foundation, the entire old surface should be exposed to retrieve the data sets described above. This includes the portion of the impact zone beneath the Alert Station tarmac where protective fills have sealed the cultural horizons. If excavations near the northern margin of Route 4, eastbound, suggest that significant cultural remains lie in similarly protected positions beneath that roadway, consideration should be given to extending the excavations to retrieve that data. Such contexts will, however, have been subject to the same adverse effects described above for the new construction, so a judgement will have to be made as to whether the data return from such a procedure is justified.

After the entire old surface has been exposed, and as the work progresses, judgements can be made regarding the intensity of data recovery in particular locations e.g. whether or not screening of the entire old surface is desirable or necessary to obtain an adequate artifact sample for the research purposes outlined above. Because it is not possible to predict precisely the character and locations of the pertinent data sets, the field strategy will have to be adjusted in response to the ongoing results of the investigation.

In summary, the survey and testing procedures at the Stanton Intersection revealed that significant archeological remains were present on the Hotel Lot, and that they would be adversely affected by the proposed construction. Complete data recovery is recommended for those resources. Intact surfaces and some artifact remains were identified at the southwest corner of the intersection on the Miller Lot and at the northwest corner of the intersection on the Church Lot. The potential of these contexts to contribute significantly to research goals was judged to be too small to justify additional work.

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